

GRAIN DEALERS' JOURNAL

Published on the 10th and 25th of each month by the Grain Dealers Company.

Vol. XIII. No. 4.

CHICAGO, ILL., AUGUST 25, 1904.

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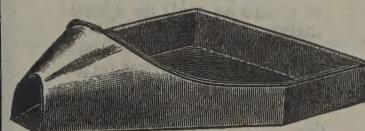
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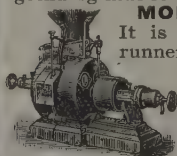
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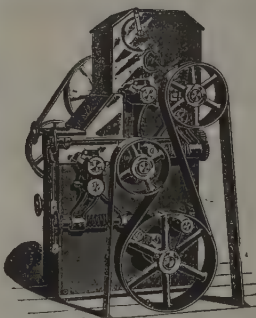
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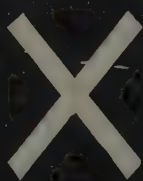
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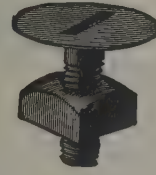
HESS WARMING AND VENTILATING CO.

707 TACOMA BUILDING

CHICAGO

If you want anything for your elevator and do not know where to find it, write us.

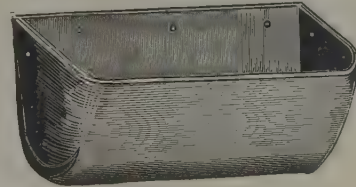
Grain Elevator



**Buckets
and Bolts**



We carry in stock all regular sizes of buckets for ordinary elevator and mill work. We can furnish odd sizes and heavier gauges promptly. All our buckets are made from the best quality of steel.



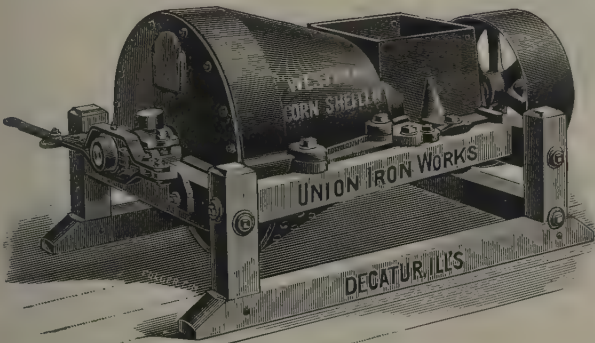
We carry constantly in stock all sizes of Elevator Bolts. These bolts are made from the best quality of iron and possess unusual strength. The head is flat and of good diameter, thus affording a great bearing surface on the belt and preventing bolt from pulling through under any circumstances.

Send for our Catalog

SKILLIN & RICHARDS MFG. CO.

CHICAGO, ILL.

Everything for your Elevator.



"Western" Warehouse Sheller



"Western" Shaker Cleaner

Do You Intend to Build an Elevator this Season?

If so, correspond with or see the

UNION IRON WORKS

DECATUR, ILL.

Plans to Suit Each Location by a Licensed Architect

Manufacturers of the justly celebrated WESTERN MACHINERY—Corn Shellers, Corn Cleaners, Elevator Heads and Boots, Pulleys, Boxes, Shafting, etc.

WRITE FOR OUR CATALOG AND PRICES

LEADING THE PROCESSION



The "CLIPPER" CLEANER "leads the procession" for practical efficiency and low cost of maintenance.

Here are a few "CLIPPER" points "boiled down:"

It is the cleaner that cleans.
 It is adaptable to any purpose.
 It cleans Grain, Seeds or Beans perfectly.
 It cleans more grain with less power than any other cleaner.
 It is simple, strong, convenient and will not get out of order unless you use an axe.
 It has stood the test of Time and Use; Grain Elevator Companies, Bean Dealers, and Seed Firms all give it a warm "send off."
 We don't just holler "Best," but stand behind the "Clipper" with a solid guarantee of satisfaction.
 Moreover we give thirty days' trial on approval.
 We want to "show you;" may we?
 Your way to "lead the procession" and have satisfied customers is to use the "Clipper" Cleaner and sell "Clean" grain and seed.

A. T. FERRELL & CO., Saginaw, Mich.

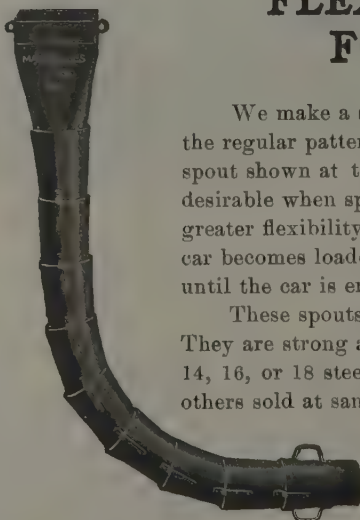
N. B.—WRITE FOR OUR CATALOG "A"

SPOUTS

FLEXIBLE GRAIN SPOUTS FOR LOADING CARS

We make a specialty of Flexible Loading Spouts, both of the regular pattern as shown at the left and of the telescoping spout shown at the right. The telescoping spout is specially desirable when space between the building and car is limited; greater flexibility is also secured. Another feature is, as the car becomes loaded the spout may be telescoped or drawn up until the car is entirely filled.

These spouts have a swivel joint at the neck of the hopper. They are strong and durable, being made either from Nos. 12, 14, 16, or 18 steel. Better materials and better made than any others sold at same or lower prices.

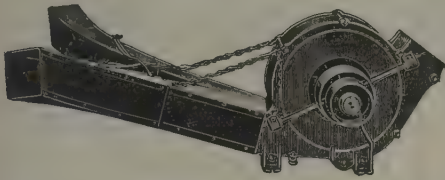


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CORN SHELLERS and CORN CLEANERS.

MARSEILLES MFG. CO., Marseilles, Ill.

POWER CAR LOADERS FOR ELEVATORS.

REQUIRES FEW REPAIRS

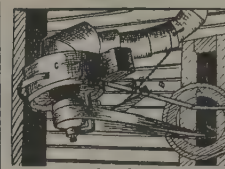


Heyworth, Ill., May 17, 1904.
Maroa Mfg. Co., Maroa, Ill.
Gentlemen:—In reply to yours of the 14th inst. I will state that I have used one of your car loaders about three years. I have loaded all the grain with it that I have handled since you put in the loader. I have tried it thoroughly and can cheerfully recommend your loader as a simple and durable machine that will do all that you claim for it.

Yours truly,
J. C. Gault, Agt. Rogers Grain Co.

As further evidence that this machine is doing good work after more than three years usage, we received a mail order from the Rogers Grain Co the first day of this month for one of our loaders to be installed in their elevator at Weldon, Ill. The Boss loader requires few repairs, but we keep all of them constantly in stock and send them by the first train after the order is received. Write us for information regarding the capacities, prices, and the conditions on which we send them on trial.

MAROA MFG. CO., Maroa, Ill.



Nelson Car Loader

Consists of tubular frame which can be adjusted to any distance from track. Has a fan box made in two halves joined by spring which allows fan box to give if any foreign matter enters and thus prevents breakage. Has swivel for tilting, to load all parts of the car and is guaranteed to give an even test throughout the car. Will be shipped for inspection and trial at our expense. A boy can place in position for loading in one minute. For information write,
E. B. NELSON, BURCHINAL, IOWA.

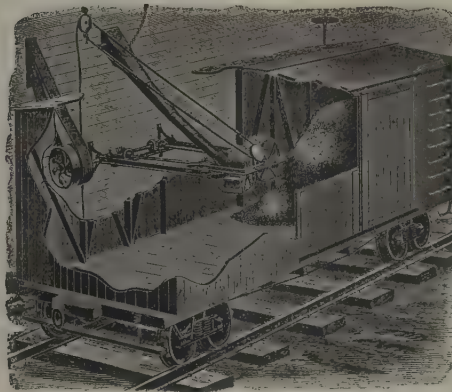
You Want It

THE IDEAL CAR LOADER is guaranteed to give satisfaction. If it fails to do all we claim, it costs you nothing.

Write for catalog, giving full description and price.

THE IDEAL CAR LOADER CO.
ALLENVILLE, ILL.

The Champion Car Loader



Will fill each end of the car at the same time.

Has a capacity of 6,000 to 9,000 bushels per hour.

A perfect success.

Write the inventor and pioneer manufacturer of the rotary car loaders, for full particulars.

Manufactured by

E. BAUDER

Successor to
E. H. REYNOLDS

STERLING, ILL.

"The Special Car Mover"
IS PUTTING IT MILD
"The Special Train Mover"
IT SHOULD BE STYLED



SHIPPED ON TRIAL

Does not work on rail and expend its power at nearly dead center, but has advantage of full length of crank or radius of wheel. Moves a car 6 to 12 inches at each stroke on a level track. Price \$5.00 F.O.B. Odebolt, Iowa. Shipped C. O. D., subject to 10 days' trial and acceptance.

THE CONVEYOR CAR LOADER

Leads in its line. Carries grain from chutes that are low down and any distance from track. The new plan rope-drive connections furnished solves problem of loading from any number of chutes. Shipped on trial.

THE INCLINE ELEVATOR AND DUMP

and Storage System is the best and cheapest ear corn and small grain storage. Grain dealers, feeders and farmers plants solve the problem of cribbing ear corn, etc., without shoveling. Attracts the most profitable part of the business. Write for full particulars.

IOWA GRAIN & MFG. CO., Odebolt, Ia.

Grain Tables for Wagon Loads

Clark's Grain Tables for Wagon Loads are used more extensively by country grain buyers than all other tables combined for finding the number of bushels in any wagon load. It contains nine tables for this purpose and four dockage tables, all printed from heavy faced type, in two colors. Each table gives reductions from 100 to 4,090 lbs., is complete on one page, and is so arranged as to provide an effectual safeguard against errors by inexperienced persons.

The tables show the following reductions: (1) OATS at 33 lbs.; (2) OATS at 33 lbs.; [A table reducing oats to bushels of 33 lbs. will be substituted for the 33 lb. table if desired.] (3) BARLEY, HUNGARIAN GRASS SEED and CORN MEAL at 48 lbs.; (4) SHELLED CORN, RYE and FLAXSEED at 56 lbs.; (5) WHEAT, CLOVER SEED, BEANS, PEAS, and POTATOES at 60 lbs.; (6) EAR CORN at 70 lbs.; (7) EAR CORN at 75 lbs.; (8) EAR CORN at 80 lbs.; (9) TIMOTHY SEED at 45 lbs.

The four dockage tables show the dockage on 60 pound Wheat at 1, 2, 3 and 5 pounds dockage. The tables are bound in strong Manila covers. Price, 50 cents. Address

GRAIN DEALERS COMPANY,
255 La Salle Street. Chicago.

Grain Scale Book No. 23.

An Indexed journal, keeps a record of 10,000 wagon loads. Each man's loads are entered on his page. It keeps a record of scale weights. From it both debits and credits are posted to ledger, crediting the customer with the amount received and charging it to the grain's account.

In using this book the dealer minimizes the chance of making errors by posting from original entries.

The book is ruled with column headings as follows: Date; L. F.; L. F.; Kind of Grain; Remarks; Gross; Tare; Net; Bushels; Pounds; Price; Amount.

The book contains 240 pages, size 10 1/4 x 15 1/4 inches. The best linen ledger paper is used. The regular ledger index in front will accommodate all names necessary. The book is bound in extra heavy cloth covers with leather back. Price, \$2.50.

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SEND FOR OUR NEW CATALOGUE which shows a set of plans for a 30,000 bu. elevator and a Storage Annex, also a complete line of our

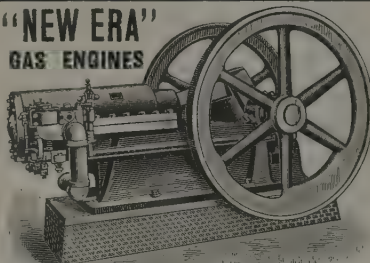
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We will make you a present of the plans in blue print form, if you buy machinery of us.

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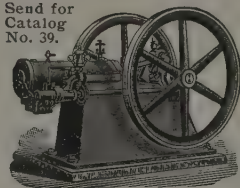
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For Gas or Gasoline. Sizes 5 to 80 H. P.
THE NEW ERA GAS ENGINE CO.
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BRUNNER ELEVATOR ENGINE
 FOR GRAIN ELEVATORS
 From 1 to 30 H. P.
 Write for descriptive circular.
 Charles Brunner, Mfr.
 PERU, ILL.

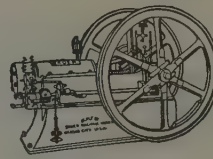
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**COLUMBUS
ENGINES**

**Columbus
Machine Co.**
 COLUMBUS, O.

BAUER GASOLINE ENGINES



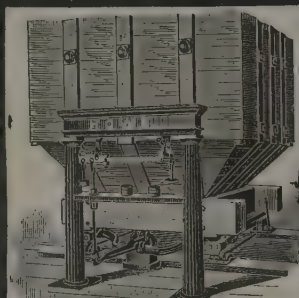
Are perfectly adapted to the needs of grain elevator men. Write for description. Other engines taken in exchange. (Send for list of rebuilt second-hand engines.)
BAUER MACHINE WORKS CO.
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 RIDE ON THE FERRIS WHEEL.**

The great Expositions held during the last fifteen years have produced two marvelous examples of engineering and constructive ability. One of these, the Eiffel Tower, was designed and built by a Frenchman at Paris for the Exposition of 1889; the other, the Ferris Wheel, The Wheel is built upon the bicycle principle, with immense tension spokes, 2 15-16 in. diam. The wheel is 250 ft. in diameter and stands 264 ft. high. In reality it is two wheels securely braced together. Between the outer rims of these wheels the eleven-ton cars are suspended on 6½ in. pins, 6 ft. long. These cars are 13 ft. wide, 26 ft. long, 9 ft. high and will carry 60 persons each. There are 36 of them, so the total capacity of the wheel is 2,160 persons. At several times in its history the wheel has been filled to its capacity. The axle of the Wheel is a solid steel forging, 32 in. in diameter and 45 ft. long.

Two revolutions are given each passenger, and the time required is from 20 to 30 minutes. The view during this half-hour ride is most interesting and instructive. Gradually, as the majestic and mighty wheel rolls one up higher and higher, a grand panorama unfolds itself to view. A fifty million dollar Exposition in all its grandeur is before you. The location of the Wheel in the center of the Fair Grounds gives one an opportunity to familiarize himself with the lay of the grounds and get a better general idea of the Fair than they could by days of tramp-

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Operators of gasoline engines who encounter difficulties in the care or operation of gas and gasoline engines will find each of the following books of great assistance.

THE PRACTICAL GAS ENGINEER,
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THE GAS ENGINE HANDBOOK,
 by E. W. Roberts, Price, \$1.50.

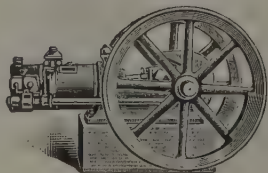
For any of the above address,
Grain Dealers Co.,
 255 La Salle St. Chicago, Ill.

The Value

of an advertisement depends upon placing it before the right persons. You can get your advertisements before the grain dealers of the country by using space in the

GRAIN DEALERS JOURNAL

The Marked Superiority



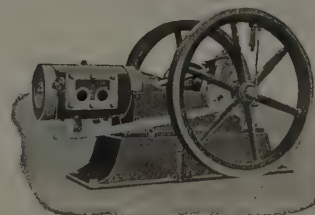
of the "OTTO" Gas and Gasoline Engines in ease of starting and smoothness of running is readily apparent when compared, side by side, with the cheaper kind. While "comparisons are odious" they are sometimes helpful in arriving at the truth. See our exhibit at the World's Fair, Block No. 41, Machinery Hall, and draw your own conclusions.

THE OTTO GAS ENGINE WORKS

Chicago Representative:
T. W. SNOW, 360 Dearborn St.

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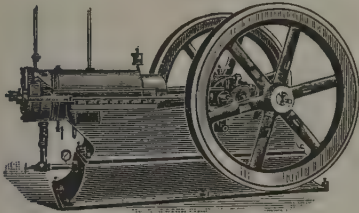
When in the Market for a Gasoline Engine
 Do not fail to write for



Illustrated Catalog and Prices to the
Waterloo Motor Works, Waterloo, Iowa.

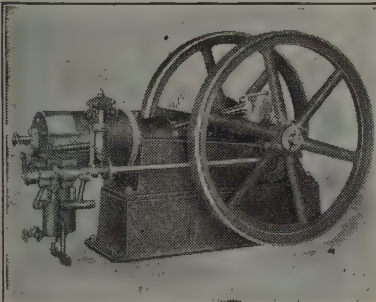
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SIMPLE, ECONOMICAL, RELIABLE



Send for Catalog of our Special Elevator Engines.
FT. WAYNE FOUNDRY & MACHINE CO.
FT. WAYNE, IND.

THIS ENGINE



will furnish you with an absolutely reliable power. It is economical of fuel; compact, closely governed, simple and strong in construction, has few parts and is not likely to get out of order. An ideal engine for the elevator. We want to tell you more about it. So write us

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You are well pleased if your engine is a
WATERLOO



Before purchasing do not fail to write for Catalogue and Prices.
Waterloo Gasoline Engine Co. Waterloo, Iowa.

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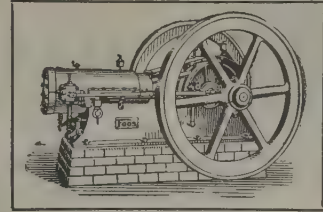
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They bring quick returns.

The grain trade's accepted medium for "Wanted" and "For Sale" ads. is the **GRAIN DEALERS JOURNAL** of Chicago, because such ads. placed in it bring quick returns.

THE FOOS ENGINES

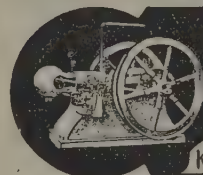
have Wipe Spark, Self-Cleaning Igniter, Centerline Disc Counter-balancing, Vertical Accessible Valves, easily removed, etc.

THE OTHERS HAVEN'T!



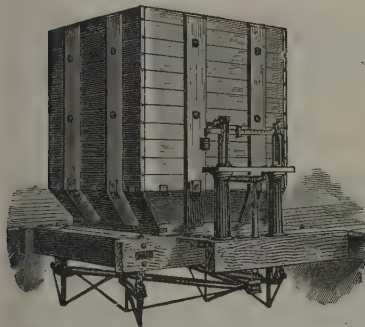
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NEW AND IMPROVED FEATURES SAVING EXPENSE
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Each page is 8 1/4 x 14 inches, and at top of the 11 columns are printed Date, Name, Kind of Grain, Gross, Tare, Net, Bushels, Pounds, Price, Amount and Remarks.

Each page has spaces for 40 wagon loads and each book has 100 pages, making each book contain spaces for records of 4,000 loads. The book is well printed and ruled on sterling ledger paper, and substantially bound in extra heavy binder board with leather back.

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Sales, Shipments and Returns is invaluable to the country grain man in keeping record of his sales, shipments and returns from the shipments made. Its use will save much time and book work. The pages are 10 1/4 x 16 1/2 inches, used double. The left-hand pages are ruled for information regarding **Sales and Shipments**; the right-hand pages for **Returns**. Under **Sales** the column headings are Date, Amount Sold, Price, Grain, Terms. Under **Shipments** are Date, Car Number and Initial, Our Weights in Bushels, Grade, Route, Rate. Under **Returns** are Destination Grade, Difference, Bushels, Over, Short, Gross Proceeds, Freight, Over, Short, Commissions, Other Charges, Total Charges, Net Proceeds, Drafts, Remarks. It contains 76 pages, with room for records of over 2,200 cars. It is well bound in heavy canvas covers with leather corners, and printed on linen ledger paper.

GRAIN DEALERS JOURNAL

255 La Salle St., Chicago, Ill.

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This scale book contains 100 pages 8x11½ inches. Each page contains 5 scale tickets and 5 stubs, giving the book a capacity of 500 loads of grain. Each scale ticket is ruled for Number, Date, Load of, From, To, Gross, Tare and Net pounds, Net bushels and pounds, Dollars and Cents, Due to or order and Weigher. While the stub is ruled for Hauler, Load of, Number, From, To, Weighed, Date, Gross, Tare and Net pounds, Net....bushels....pounds, Price, Dollars and Fees.

It is printed on manila paper bound in heavy board covers and pages are perforated so that tickets can be removed from book quickly and without tearing them.

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AUTOMATIC
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Accurate Net Weights
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Price.....\$2.00

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The illustrious Abraham Lincoln said: "You can fool some of the people all of the time, and all of the people some of the time, but you can't fool all of the people *all of the time*." This applies especially to the scale business. Certain manufacturers of scales, working upon the fears and prejudice of the public, and charging exorbitant prices for their goods, have been fooling the people a good many years into the belief that theirs are the only scales made that are reliable and durable. Have you been fooled? If so, don't let it occur again. When in need of a scale remember "**The Standard**," the highest product of the scale maker's art. Every scale furnished by us has our unqualified guarantee as to accuracy and durability, the material, workmanship and finish being strictly first class. So, when the other fellow tries to make a monkey of you, **be not afraid.**

OUR GUARANTEE IS GOOD

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127-129 MARKET STREET, CHICAGO

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Not in Any Trust or Combine.

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Our Business is to design, build and equip elevators and mills complete.

Our Plans are approved by fire insurance underwriters.

We Save You time, worry and money. Our Work cannot be excelled. Write those we build for. Write Us.

N. A. GRABILL CO. - Daleville, Ind.

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P. H. PELKEY

Elevator Contractor

FULL LINE OF ELEVATOR AND MILL SUPPLIES, SCALES AND LEWIS GASOLINE ENGINES CARRIED

IN STOCK AT

WICHITA, KAN.

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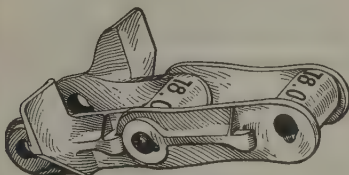
OLSON BROTHERS,
Practical Elevator Builders

and **MACHINERY ERECTORS**

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Telephone Monroe 1614.

A MONEY SAVER



Duluth Elevator Company,
Minneapolis, Minn., Aug. 10, 1904.
Mr. A. H. Richner, Crawfordsville, Ind.

Dear Sir:—Please ship two grain feeders of your Special A. H. R. Style, with 25 lineal feet of chain and 10 feet of 3-strip track each, to Duluth Elevator Co., Ardock, N. D., as per your letter of Feb. 10th. Please hurry this shipment, as we want it for immediate use. We trust this order will lead to more business with you, as we feel that you have a device that is a money saver for the grain trade.

Yours truly,
Encl. E. W. Kneeland, Manager.

C. A. LOWE



**Elevator
Builder**

Enid, Okla.

F. F. COSTELLO LEONARD WEST

T. F. COSTELLO & CO.

CONTRACTORS & BUILDERS OF

**Grain Elevators
AND
Warehouses**

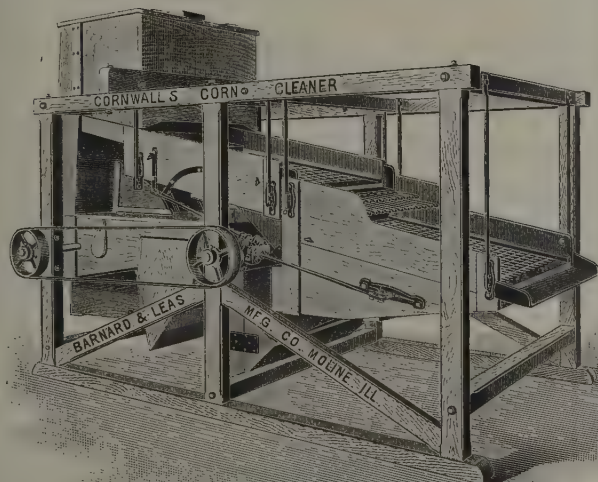
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This must be done if you want to get the best results from your house.

For this purpose the Cornwall Corn Cleaner has no equal.

It has valuable features possessed by no other Cleaner.

Its patent finger sieve will not clog and will remove the small cob ends and pieces of cob always present in corn cleaned by other machines.

This feature together with the row of steel rods between the two parts of the shaker, over which the corn and cobs must pass, enables the machine to thoroughly clean the corn in one operation.

We also make other Cleaners and a full line of Shellers, while we furnish every thing in the elevator line.

Send for our Circular "C."

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Builders of Elevators and Elevator Machinery.

Moline, Illinois.

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YOUNGLOVE & BOGGESS CO.

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DESIGNERS AND
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If Interested write for Plans and Estimates on your Work.

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Modern Ideas
Prompt Service

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Minneapolis

DUPLICATING SCALE TICKET BOOK

No. 62, is designed especially for country dealers who use scale tickets. It is a book 9x12 inches, check bound in heavy board covers. It contains 200 sheets, 100 white perforated sheets being interleaved with 100 manila sheets. On one side of the white sheets are printed 8 scale tickets, each ticket being printed, ruled and spaced for the following information: Date; Bot of; Price per Cwt; Price per bu.; Driver on, Off; Gross; Tare and Net Lbs.; Net Bus.; Weigher. It is intended that a sheet of carbon shall be placed between the white and manila sheets, so that altho the weigher tears out a ticket and gives to each driver, he retains a facsimile of each scale ticket given out. 800 tickets in each book. Price \$1.25.

GRAIN DEALERS JOURNAL,
255 La Salle Street, Chicago, Ill.

STEEL

Twenty Million

Bushels Capacity
of Our Construc-
tion now in use.

WRITE FOR ESTIMATES

STEEL STORAGE AND
ELEVATOR CONSTRUCTION CO.

BUFFALO, N. Y.

STORAGE

ELEVATOR SATISFACTION

A Partial List of Houses Built by
Us During the Season 1903

	BUSHELS
Diamond Grain Co., Shipley, Iowa	25,000
" " " Cambridge, Ia.	20,000
" " " Elkhart, "	15,000
" " " Enterprise, "	15,000
Mpls. & Northern, Glenburn, N. D.	30,000
" " " Lansford, "	30,000
" " " Mohall, "	30,000
Acme Grain Co., Tower City, N. D.	30,000
" " " Lovell, "	30,000
" " " Elizabeth, "	20,000
Crown Elevator Co., Odessa, Minn.	30,000
" " " Hosmer, S. D.	10,000
" " " Hillview, S. D.	10,000
Farmers' Elevator Co., Northwood, N. D.	40,000
" " " Carrington, "	40,000
" " " Blaboa, "	30,000
" " " Dawson, Minn.	30,000
" " " Garden City, S. D.	15,000
" " " Nashua, Minn.	15,000
Anchor Grain Co., Mohall, N. D.	30,000
Winter & Ames, Westhope, "	30,000
D. M. Baldwin, Jr., Tower City, N. D.	30,000
W. C. Helm & Co., Hastings, N. D.	20,000
Monarch Elevator Co., Cooperstown, N. D.	25,000
St. Anthony & Dakota, Grove City, Minn.	20,000
L. Schnell, " St. Charles, Minn.	20,000
White Bear Elev. Co., White Bear, Minn.	20,000
Lake Benton Mill Co., Lake Benton, Minn.	20,000
C. C. Mortrade, Eastedge, N. D.	20,000
Bowden Hardware Co., Bowden, N. D.	20,000
G. C. Oelrich, Orange City, Iowa	20,000
W. P. Devereaux & Co., Storden, Minn.	20,000
F. J. Reynolds, Barry, Minn.	20,000
Wohlheiter Elevator Co., Elkton, S. D.	15,000
C. G. Ireys, Fessenden, N. D.	10,000

If you want a modern up to date elevator, we can build it for you, and do the work promptly and well.

Correspondence invited.

HONSTAIN, BIRD & CO.

306 Corn Exchange, Minneapolis, Minn.

GRAIN ELEVATOR BUILDERS.

SQUARE BIN FIRE PROOF ELEVATORS

A SPECIALTY.

BRICK OR TILE.

We also have facilities for building modern country elevators quickly.

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518 Corn Exchange
MINNEAPOLIS, MINN.

Macdonald Engineering Co.,

DESIGNERS AND BUILDERS OF
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Monadnock Bldg. CHICAGO, ILL.

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GRAIN ELEVATOR CONSTRUCTION

Steel, Hollow Tile, Concrete or Frame

Monadnock Bldg., CHICAGO, ILL.

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ELEVATOR BUILDERS

623 THE TEMPLE

Plans and Specifications a Specialty. CHICAGO

GEO. M. MOULTON & CO.,

Fisher Building, Chicago

GRAIN ELEVATOR CONSTRUCTION

Modern Methods—Best Results

Terminal, Transfer and Cleaning Elevators.

W. L. LOCKWOOD, Winfield, Kansas.
Engineer and Mechanical Expert. Manufacturer of Grain Elevator Machinery and Supplies, Pumps, and Special Machinery of all kinds. Engineering, Superintending and Expert work a specialty. Correspondence Solicited.

NOTE—My SPECIAL ear-corn handling machinery is unexcelled. Ear-Corn Boots, Feeders, Drags and Elevator Heads.

WE will design and build your elevator and turn the plant over to you in first-class running order. When we finish a job everything is complete and slipshod work is conspicuously absent. If you are going to build write us about it.

HENDERSON & FRIEDLINE
Lafayette, Ind.

THE BARNETT & RECORD CO.

416 CORN EXCHANGE, MINNEAPOLIS, MINN.

General Contractors and Designers of Grain Elevators, Mill Buildings, Docks and Warehouses.

We are prepared to use all of the various kinds of elevator construction, but recommend our special construction known as the Record-Johnson System Patent Fireproof Semi-Porous and Glazed Cellular Tile Grain Storage Construction, covered by the following patents and which we have exclusive control, patents Nos. 664323, 664324, 664325, 692544, 713104.



The following is a partial list of owners and capacity of plants which we have built in the last four years under these patents.

Great Eastern Elevator, Minneapolis,	1,000,000 bushels	Northwestern Yeast Co., Chicago,	300,000 bushels
St. Anthony Elevator Co., "	2,200,000	Canadian Northern Ry. Co., Port Arthur,	2,500,000
North Star Malting Co., "	500,000	David Stott Milling Co., Detroit,	200,000
Victoria Elevator Co., "	250,000	Pabst Brewing Co., Milwaukee,	250,000
Frisco Ry. Elevator, Kansas City,	500,000	Wisconsin Malt & Grain Co., Appleton,	200,000
Memphis Elevator, Kansas City,	300,000	Granite City Malting Co., Granite City, Ill.,	200,000


We are constructing at the present time under same patents the following list of fire proof plants.

Schlitz Brewing Co., Milwaukee,	550,000 bushels	Texas City Imp. Co., Texas City, Tex.,	500,000 bushels
Washburn-Crosby Milling Co., Buffalo,	300,000	Millbourne Mills Co., Philadelphia,	200,000
Canadian Northern Ry. Co., Ft. Arthur,	2,500,000		

The following are a few of our largest wood constructed elevators.

Calumet Elevator Chicago,	1,000,000 bushels	Maple Leaf Elevator, Kansas City,	1,000,000 bushels
Minnesota Annex, Chicago,	1,000,000	Burlington Elevator, St. Louis,	1,000,000
C. M. & St. P. Ry., Itasca,	1,125,000	Grand Trunk Elevator, Portland, Me.,	1,000,000
Belt Line Elevator, Superior,	2,500,000	F. H. Peavey & Co., No. 1,	1,750,000
Superior Terminal, "	2,500,000	Interstate Elevator, Minneapolis,	1,000,000
Pittsburg & Western Ry., Fairport, O.,	1,000,000	Texas Pacific Ry. Co., Westwego, La.,	1,000,000
Standard Milling Co., Duluth,	1,000,000	Hoosac Tunnel, Charlestown, Mass.,	1,000,000
Empire Elevator Co., Minneapolis,	2,500,000	And hundreds of smaller houses.	

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MODERN GRAIN ELEVATORS

Any Style and Capacity
Designed and Built by

L. O. HICKOK

MINNEAPOLIS.

226 Flour Exchange. MINN.

LUND, RUD & CO.

Contractors & Builders of

Grain Elevators

Plans and specifications furnished on short order. 14 years' experience in latest improvements. 313 South 3rd St., MINNEAPOLIS, MINN.



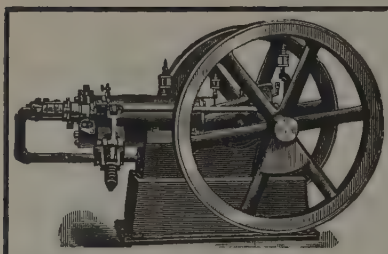
We have the name and fame of building the strongest and most up-to-date elevators
LET US FIGURE WITH YOU

BURRELL

ENGINEERING & CONSTRUCTION CO., (INC.)

263-265 La Salle St., Chicago, Ill.

GRAIN ELEVATOR SUPPLIES.



Sole State Agents HOWE Gasoline Engines. Special Agents HOWE Scales.

MANUFACTURERS OF Elevating, Conveying and Power Transmitting Machinery. Complete Equipments for Grain Elevators a Specialty.

York Foundry and Engine Works
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Office and Works: YORK, NEBR.

TONS to Dollars and Cents

Designed primarily for use of Coal and Hay Dealers. This book of tables shows at a glance the cost of any number of pounds of coal or hay at any price per ton from \$1.00, \$1.25, \$1.75, \$2.00 and so on to \$14.00. It is especially adapted for retailers. It is well printed on good paper, and bound in cloth. It has a marginal index. Size of book 4 1/4 x 8 1/2 inches, 110 pages.

Price \$1.00

GRAIN DEALERS COMPANY
255 LaSalle St. Chicago, Ill.

If You Don't
buy your goods of us
We Both Lose Money

Complete line of

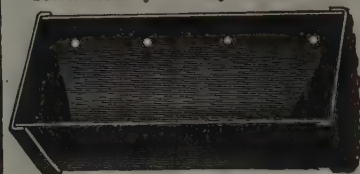
ELEVATOR MACHINERY AND
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H.L. Thornburgh & Co.

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ELEVATOR BUCKETS

The Fuller Patent Steel Bucket is stronger, will carry more and make better delivery than any other.



MADE BY

Cleveland Elevator Bucket Co.,
Cleveland, Ohio.



16 inch pulley—16 inch face
NON-CHOKING

SEND FOR
Catalogue "D"

HALL DISTRIBUTOR CO.

POWER!

With fixed facilities a certain amount of power is required to elevate a given amount of grain. With the ordinary boot, it takes twice as long to elevate the same amount of grain, as with the

HALL NON-CHOKABLE BOOT

Hence, your facilities make twice as many revolutions, one-half of which is wasting power driving idle machinery, or tugging at a choke. It costs nothing to investigate.

SENT ON TRIAL

222 First Nat. Bank Bldg.
OMAHA, NEB.

HUNDREDS

of prosperous grain men in the U. S. point to the MIDLAND line of elevator machinery and supplies as the cause of their success. Grain Elevators equipped with our machinery and supplies handle grain economically, do not break down and cause delay during the busy season, and prolong the life of the house. We can prove to you why, if you write us. If in need of repairs or building a new elevator let us figure with you.

Midland Machinery Co.

Complete Equippers
of Grain Elevators.

Minneapolis, - Minn.

Bushel Values

Shows at a glance the cost of any number of bushels and fractional pounds, from 1 to 1,500 bushels of any kind of grain, from 15, 16, 17 cents up to \$1.04 per bushel.

Bushels are shown in red figures and values in black. The price per bushel being given at top of value columns.

It is conveniently arranged and easily understood. Printed on good paper and bound in heavy paper cover. Price 50 cents.

GRAIN DEALERS COMPANY

255 La Salle Street, CHICAGO, ILL.

One Insertion—42 Replies

Cherokee, Ia., Aug. 8, 1904.
Grain Dealers Journal,
Chicago, Ill.

Dear Sirs:—

Enclosed find draft for ad in your Journal.

I had forty-two letters from prospective buyers and sold the property last Friday, the 6th.

Yours truly,

J. C. Hall.

GRAIN ELEVATOR SUPPLIES.

A GRAIN SPOUT

That will load cars
without
shoveling.
It is worth its
weight in gold
It will save you in
labor all it costs in
less than a month.

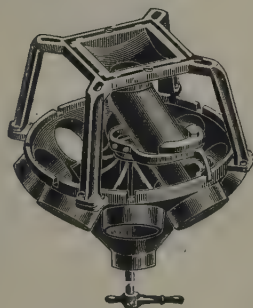
Send for Prices to

H. SANDMEYER & CO., Peoria, Ill.



THE HALL SIGNALING DISTRIBUTOR

IS UNIQUE.



6-inch, 8 ducts.
NON-MIXING

There are some things in the elevator business that you **don't** want, and there are some things that you **do** want.

A grain distributor that, when a bin is full or spout is clogged will "spill" all over, mixing corn with oats, barley with wheat, etc.; and overflowing down the back leg, cause a disastrous choke you **DON'T WANT**.

A grain distributor that does not mix grain, that signals automatically "bin full" "spout clogged"; that successfully and positively prevents chokes, you **DO WANT**.

We supply the kind that "don't" mix; you can get the others most anywhere.

SENT ON TRIAL
Send for Booklet

HALL DISTRIBUTOR CO.

222 First Nat. Bank Bldg.

OMAHA, NEB.

ELEVATOR SUPPLIES

We can equip your elevator from top to bottom. If you need a gasoline engine, a grain cleaner, scales or anything for your elevator, we have it and can ship promptly. Get our catalog now, then tell us your troubles.

C. D. Holbrook & Co.
MINNEAPOLIS, MINN.

If you put a

GERBER No. 2
Improved Distributing Spout

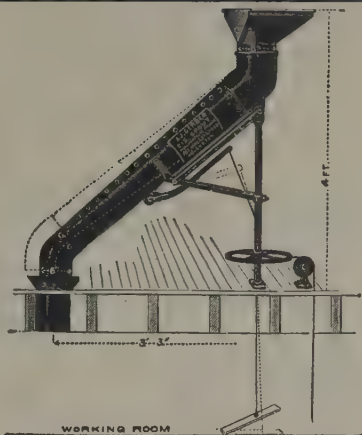
In your elevator you will have
no other.

Patented May 15th, 1900; February
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Mill and Elevator Spouts a Specialty

J. J. GERBER

Minneapolis, Minn.



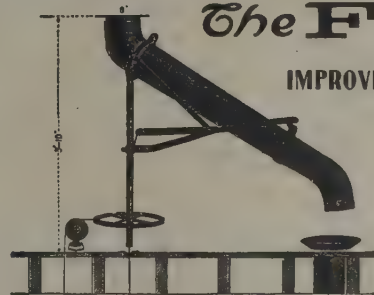
The Flour City IMPROVED DISTRIBUTING SPOUT

Combines Strength with Simplicity,
Ease of Operation with Certainty of
Adjustment

Making the Flour City the best distributing
spout on the market to-day. Write to-day to

POND & HASEY CO.

231 Fifth Ave., So.,
MINNEAPOLIS, MINN



LINK-BELTS

SUPPLY

HEADQUARTERS

Grain Elevator Machinery

Friction Clutch Pulleys

Manilla Rope Transmission

Power Shovels. Car Pullers

WRITE US.

MINNEAPOLIS, MINN.

Co.

WANT ADS

in the GRAIN DEALERS JOURNAL make wants known to everyone connected with the grain trade. If you desire to buy or rent, sell or lease an elevator or anything used by grain dealers, try a JOURNAL want ad twice a month and your want will soon be satisfied.

ELEVATORS FOR SALE.

UP-TO-DATE elevators in choice locations. W. A. Thompson, Attica, Ind.

ELEVATOR for sale in Western Iowa, large territory; snap for cash buyers. Address, Taylor & Emmons, Stuart, Ia.

ELEVATOR and feed business for sale. Only elevator in town. All cash not necessary. A. Herrig, Wall Lake, Ia.

ELEVATORS FOR SALE in Illinois, Indiana, Ohio, Iowa and other states. Write for list. Aaron Smick, Decatur, Ill.

A LINE OF FOUR ELEVATORS for sale, on Illinois Central. Good houses and territory. Address, T. C. Grady, Maroa, Ill.

I WILL sell my elevator, feed mill and lumber yard at Bryant, Ia.; doing a good business in all lines. N. J. Millhaem, Miles, Iowa.

SMALL ELEVATOR in good farming country. Crop good. Splendid feed, coal and tile trade. Address, Lock Box 114, Westport, Ind.

ELEVATOR FOR SALE. Capacity 10,000 bushels, located at West Concord, Minn. Good crops. Address C. W. Fairbank, West Concord, Minn.

A GOOD PAYING ELEVATOR, produce and feed business in good Iowa town for sale cheap; easy terms. Address Box 427, Marengo, Ia.

INDIANA ELEVATOR for sale. Good territory; no competition; crop good. Address, A. & S. Box 12, Grain Dealers Journal, Chicago, Ill.

SMALL ELEVATOR and coal business in Indiana, good country, doing a good business and in good repair. Address, Lock Box 98 Sulphur Springs, Ind.

FOR SALE—Best paying elevator. Fruit and potato business in a northern Michigan county seat. Address H. E. S., Box 7, Grain Dealers Journal, Chicago.

TWO MODERN ELEVATORS in good repair in northern Indiana doing good business for sale cheap, if sold at once. Address Elk, Box 4, Grain Dealers Journal, Chicago, Ill.

GRAIN ELEVATOR, capacity 16,000 bu.; Howes oat cleaner and clipper. D. & H. R. R. track to door. Also, Hay barn with press, 44 x 104 ft., 2 stories. D. Gibbs & Son, Saratoga Springs, N. Y.

WESTERN IOWA ELEVATOR for sale. Capacity, 8,000 bu. with 5 h. p. gasoline engine; in town with two lines of railroad and good grain station. Address Lock Box 188, Ida Grove, Ia.

TWO WELL located Kansas elevators, arranged for shelling, cleaning, sacking, mixing, etc., in transit. Will consider some cash, balance long time. Address Eagle, Box 7, Grain Dealers Journal, Chicago, Ill.

ELEVATOR FOR SALE in Southwestern Iowa, 10,000 bu. capacity, two cleaners, sheller, hopper scale, gasoline engine, feed mill, and coal business. Address Son Box 12, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE.

WISHING TO CHANGE location, I offer my two well-equipped elevators for sale. 20,000 bushel capacity, at Carthage, 8,000 capacity at Ferris. Both on C., B. & Q. Address, F. M. Cutler, Carthage, Ill.

ELEVATOR for sale. Located on I. C. R. R., in northwestern Iowa; bumper crop, oats, barley and corn. Good coal business in connection. Address Bumper, Box 4, Grain Dealers Journal, Chicago, Ill.

ELEVATOR FOR SALE in southwestern Ohio, 8,000 bushels capacity, two cleaners, sheller, hopper scales, feed mill, gasoline engine, feed, coal, paints, farming implements, buggies, etc. Address, R, Box 3, Grain Dealers Journal, Chicago, Ill.

CLEANING AND HANDLING ELEVATOR for sale or lease. Advantageously located. Modern equipment. Satisfactory terms to proper parties. A snap for somebody. Write us for particulars. Hanna & Leonard, Galveston, Tex.

STEEL TANK ELEVATOR, 125,000 bushels' capacity, Fairbanks' hopper scales, gasoline engine; for sale or trade. Located on Belt Railway, South Chicago. Suitable for mixing house or transfer house. Apply to L. S. Hoyt, 62 Wheeler Bldg., Chicago, Ill.

ILLINOIS ELEVATOR, elevator machinery, and lumber yard, with lumber and stock scales, for sale. Also our residence with four lots across the street from elevator. A bargain, if sold at once. Call and see us. O'Hara, Baldrige & Co., Congerville, Ill.

NEW, UP-TO-DATE elevator in best grain district in Northern Indiana. Capacity, 35,000 bu. Flour, feed and coal business in connection. Doing splendid business. Net profits will pay for entire plant in less than three years. Address Box 15, Argos, Ind.

STINSON, MORRISON & CO. have four grain warehouses located on the Frisco Railroad in one of the best grain sections in Okla. Handled 165,000 bu. of wheat and oats last season; houses were built last season. Will sell all for \$2,000, one-third down, balance without interest till harvest and time on balance at reasonable interest. Address E. A. Stinson, Guthrie, Okla.

ONLY ELEVATOR in good live town, well equipped, centrally located. Scales, dumps, feed mill, wheat cleaner, seed cleaner; big retail trade. Handles from 70 to 100 cars; capacity, 15,000; good oats; fine prospect for corn and clover seed. On account of sickness this elevator will be offered for one-half its value. Address G. L. O., Box 4, Grain Dealers Journal, Chicago, Ill.

TWO INDIANA ELEVATORS for sale. As good locations for wheat, corn and oats as there are in the state. No competition. In an average year these plants will each handle about 100,000 bus. of grain, 500 tons of coal and 25 cars tile. Other lines could be added. For sale at less than they are worth. Best of reasons for selling, and must be sold soon. Address, S. T. W., Box 3, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE.

WISCONSIN 25,000 bushel elevator, with machinery for handling grain and making feed; a large established business. Best recommendations. Address Wisconsin, Box 6, care Grain Dealers Journal, Chicago, Ill.

FOR SALE—Elevator about 125,000 capacity in best corn and oat section of Illinois. Finest crop prospects. Has large business. Will bear closest investigation to party wanting first-class property. Address, Jones, Box 3, Grain Dealers Journal, Chicago.

HALF INTEREST in a large country elevator doing large corn and oat business in Illinois for sale. The buyer must be a practical grain man, capable of taking full charge of the business. Exceptionally large corn crop. Address Johnson, Box 4, Grain Dealers Journal, Chicago, Ill.

ELEVATOR, 15,000-bu. capacity, for sale, with corn sheller and warehouses to store 50,000 bu. of grain; good wholesale and retail trade; in good black land country; with good corn crop now made; same will begin to move by September 15th. Address, O. H. Black, Leonard, Texas.

ONLY elevator in southern Ohio town, in extensive corn and wheat valley. Storage 40,000 bu.; modernly equipped; built three years. Exclusive coal trade. A fine money maker; owner has not time to give it attention. Price \$6,500, part cash. Address Morgan, Box 9, care Grain Dealers Journal, Chicago.

GOOD ELEVATOR and coal business for sale in southwestern Iowa. Good corn, oats and grass seed country. Good building (modern equipments), office scales, coal sheds, and corn cribs; all on the right of way of the C., B. & Q. R. R., excepting the cribs, which are on individual land. Possession given immediately. Address Successor, Box 4, Grain Dealers Journal, Chicago, Ill.

ELEVATOR for sale. Doing a good business; capacity, 15,000 bu.; iron clad; good condition; located in central Ohio, on T. & O. C. R. R. Town of 500; 12 miles from county seat; in excellent grain section; lumber and coal business in connection; plaster, lime, cement, etc. Shellers, cleaners and grinders in good condition. 16-h. p. gasoline engine. Price, \$4,250 cash. Reasons for selling, ill health. Address C. K., Box 4, Grain Dealers Journal, Chicago.

TWO ELEVATORS FOR SALE. Big bargain if sold quick. Six miles apart in best grain country northern Indiana, practically control grain business 77 square miles; no competition; good coal trade; hay and wool; capacity, 20,000 and 10,000 bushels; two dumps, feed grinders, gasoline engines; all in good condition. Best reasons for selling. If not sold in 30 days, not for sale. Address Sorb, Box 4, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR RENT.

STEEL STORAGE TANK, 55,000 bu. capacity, to lease, with track, track scale and elevator privileges. Address, T. G. White, Cedar Rapids, Ia.

ELEVATORS WANTED.

WANTED, one or two elevators doing good business. Address, H. J., Box 3, Grain Dealers Journal, Chicago, Ill.

WANTED ELEVATORS in exchange for farm lands in Illinois, Iowa and Minnesota. Aaron Smick, Decatur, Ill.

GOOD ELTR. wanted in exc. for a section of fine stock and grain land in southern North Dakota. Union County Investment Co., Elk Point, S. D.

UP-TO-DATE ELEVATOR doing paying business wanted. Give full particulars as to business, property and side lines. E. L. Gillham, Wanda, Ill.

ELEVATOR wanted, which handles at least 150,000 bu. annually. Must be located in good town. NO BROKERS. Address Box 177, Downers Grove, Ill.

MICHIGAN elevator wanted. Give full particulars and state railroad on which it is located. Principals only. Fred Clair, Room 502 Traders Bldg., Chicago, Ill.

ELEVATOR WANTED in corn belt of Indiana in exchange for 320 acres of fine black loam farming land in South Dakota at \$15.00 per acre. Address Diana, Box 4, Grain Dealers Journal, Chicago, Ill.

WANTED, AN ELEVATOR in exchange for a farm and a stock ranch in a good farming district in Michigan. Illinois or Indiana preferred. Give full particulars first letter, and address, E. F. Sherman, Clare, Mich.

LOCATIONS FOR ELEVATORS

GOOD PLACE for grain elevator at Driscoll, N. D. Write Hallum & Olsen, Minneapolis, Minn.

GOOD ELEVATOR SITES

Address B. THOMAS, Pres.
The Bt Ry. of Chicago
Room 13 Dearborn Station CHICAGO

NOTE THESE OPPORTUNITIES!

A good town in Eastern Kansas, in a fine wheat growing section, will give a free site and generous bonus to secure an up-to-date flour mill.

A valuable water power, in a first-class wheat section of Missouri, is available for the location of a flour mill of from 1,000 to 3,000 barrels daily capacity. Very cheap power can be produced. Many other excellent openings and valuable opportunities exist along the lines of the



Full particulars regarding the above locations and many others will be cheerfully furnished. Send for a copy of handbook entitled "Opportunities."

M. SCHULTER
INDUSTRIAL COMMISSIONER

Frisco Building ST. LOUIS, MO.

MILLS FOR SALE.

FULL outfit of machinery of 50-bbl. roller mill for sale. C. J. Kreisel, Olmitz, Kans.

FOR SALE—A controlling interest or the entire 125 bbl. up-to-date flour mill. Bentley & Bentley, Augusta, Okla.

FOR SALE—150-bbl. flour mill, elevator adjoining, combined capacity, 60,000 bu. Good wheat country in Indiana; also mills in other states. Aaron Smick, Decatur, Ill.

A 75-BBL. roller flour mill, with equipment for corn meal, feed and buckwheat flour, for sale. All running and doing good work. Address, H. L. Weatherford, Unionville, Mo.

AN OATMEAL MILL with all the latest improved machinery, capacity 150 bbls., for sale or exchange for improved farm property. Address, Best, Box 2, Grain Dealers Journal, Chicago.

NOTICE! A 100 bbl. mill for sale at a great bargain if taken soon. Good business town; best wheat country in Southern Minnesota. It will pay to look this up. Byrnes Bros., Wells, Minn.

FLOUR MILL, 80-bbl. capacity, for sale. Steam power, sifter system. Corliss engine in first-class order. Mill is located in a good grain country. Also complete outfit of machinery for a 50-bbl. mill; cheap. Address F. A. Laurence, Fairmont, Neb.

OATMEAL MILL, 100 bbls. capacity, for sale cheap. Located at Crookston, Minn. Oats can be purchased cheap from farmers and product sold to surrounding territory for \$1 per barrel more than oatmeal sells for in Chicago; rare opportunity for practical man; desirable city to live in; mill will pay for itself this season. N. Martin & Co., 44 So. Water St., Chicago, Ill.

FLOUR MILL AND ELEVATOR to exchange. Located on railroad track at Van Meter, 20 miles west of Des Moines, Iowa. Some steam power; run only two years. Modern plant throughout, 100 bbls. daily capacity. No incumbrance; cost over \$15,000. Will take that price in exchange for improved city property or farm lands. Address Chas. O. Elwood, 143 E. 4th St., St. Paul, Minn.

MODERN FLOURING MILL for sale in one of the best wheat sections of Oklahoma; located on the main line of the A. T. & S. F. R. R. Prospects for crops this year are good. This mill was built 4 years ago; is a four story frame structure, in splendid condition with a capacity of 125 bbls. of flour and 100 bbls. of meal per day; building large enough to increase its capacity to 300 bbls. of flour. Write E. A. STINSON, Guthrie, Okla., for full particulars. It will pay you to investigate this proposition.

MISCELLANEOUS.

LIST YOUR ELEVATORS and mills for sale with me. Have cash buyers. Aaron Smick, Decatur, Ill.

WE would like information regarding buyers of spelts, and would be glad to have them write us. Westbrook-Gibbons Grain Co., Omaha, Neb.

SCALES FOR SALE.

SCALES for elevators and mills; lowest prices. Chicago Scale Co., Chicago.

THE BEST heavy scales for grain dealers. Government Standard Scale Works, Terre Haute, Ind.

SECOND-HAND SCALES in first-condition for sale cheap. Standard Scale & Foundry Co., 22nd & Wyandotte Sts., Kansas City, Mo.

TWO SECOND-HAND 42-ft. Standard R. R. track scales; thoroughly overhauled and resealed and guaranteed to give perfect service. Des Moines Scale & Mfg. Co., Des Moines, Ia.

ELEVATOR SCALES—We make a specialty of wagon, portable, platform, dormant, hopper and warehouse scales. Send for our latest catalog of elevator scales. Osgood Scale Co., 305 Central St., Binghamton, N. Y.

A RAILROAD TRACK SCALE for sale; 100 tons capacity, 50-foot platform, at a bargain; never been unboxed. Also one 6-ton Monarch scale. Address A. F. Chase & Co., Minneapolis, Minn.

FOR SALE—30 sets of 42,000-pound Fairbanks-Morse Compound Beam Hopper Scales, as good as new. Can furnish framing timbers with these scales. Prices on application. Trans-Mississippi Grain Co., 532 Bee Bldg., Omaha, Neb.

SCALES FOR SALE.

1 600-bu. Fairbanks Hopper Scale, compound beam, and levers to bring beam below, \$125.00
1 6-ton Howe Wagon Scale, with 8x22 platform, \$65.00
1 6-ton Fairbanks Wagon Scale, with 7x20 platform, \$55.00
1 4-ton Fairbanks Wagon Scale with 7x14 platform, \$50.00
All of the above are thoroughly refitted. Address, Allen P. Ely & Co., Omaha, Nebr.

MISCELLANEOUS FOR SALE.

STORAGE TANKS FOR SALE—I have for sale two steel wheat tanks with capacity of 20,000 bu. each. Size 30 ft. 2 in. diameter, 35 ft. high. Both of the tanks are in good repair. Tanks must be sold to settle an estate. C. H. Allen, Administrator, Paulding, Ohio.

SECOND-HAND positive pressure blower, No. 2, P. H. & F. M. Roots Co., all complete for pneumatic grain conveyor, 200 ft. 6 in. grain pipe, 70 ft. 10 in. air pipe and 4 ft. receiver. Capacity, 250 to 400 bu. per hour. Good condition. Ask for our list of second-hand machines, pulleys, etc. Address, Wells-Abbott-Nieman Co., Schuyler, Neb.

SNAP BARGAINS.

500-bu. Fairbanks Hopper Scales, tested and sealed, at \$75.00.

9x18, 9x24 Allis Roller Mills.

14x36 Allis Corliss Engine, with or without Condenser; 60x18 Boiler separate or complete.

Gardner & Worthington Steam Pumps. 10x14 Centrifugal Pump.

Also a full line of Mill Machinery and Supplies. Address, Manufacturer's Supply Co., Minneapolis, Minn.

ENGINES FOR SALE.

GASOLINE Engine for sale, 10-h. p. Temple Pump Co., 15th Place, Chicago.

GASOLINE ENGINE, 12 h. p., for sale. H. H. Bourne, Pendennis, Man.

GAS ENGINE, 30 to 35 h. p., in good running order. T. M. Warne, Amboy, Ind.

LARGE WOOLEY automatic gas engine for sale; guaranteed. Address A. G. Schonacker, Indianapolis, Ind.

SECOND-HAND 12 h. p. Foos stationary gasoline engine, price \$250, for sale. Address, Geo. D. Pohl Mfg. Co., Vernon, N. Y.

FOR SALE—One 15 h. p. Vertical gas engine and one 12x24 slide valve engine. Address Walter S. McKinney, 204 Dearborn St., Chicago, Ill.

LEWIS GASOLINE engine, 6 h. p., for sale; good condition; used 4 years; price \$150 here. Varney Mfg. Co., Leavenworth, Kan.

GAS OR GASOLINE engine, 3 h. p., for sale; new; never been used. Price if sold soon, \$110. Address Clark Bros., Wabash, Ind.

FOR SALE—One 35-h. p. White & Middleton Gasoline Engine, in good condition. John R. Lowrey, 12th & Izard Sts., Omaha, Neb.

FOR SALE—One 8-h.p. Pierce; 1 5-h.p. Webster; 1 25-h.p. Charter; 1 7-h.p. Charter; 2 6-h.p. Fairbanks Upright and one 12-h.p. Otto. C. D. Holbrook & Co., Minneapolis, Minn.

FOR SALE—The following gas and gasoline engines: 60-h.p. Foos; 65-h.p. New Era; 15-h.p. Lambert; 3½-h.p. Des Moines; 2½-h.p. Fairbanks. Backus Gas Engine Co., 22 S. Canal St., Chicago, Ill.

FOR SALE—Gasoline engine, 24 h. p., Van Duzen make; in good condition; used short while. Address John Cripps, Chief Engineer, Union Gray & Hay Co., Elevator A, 6th near Carr Sts., Cincinnati, Ohio.

SECOND-HAND GASOLINE Engines at a bargain. One 9 and one 14 h. p. Otto; one 22 h. p. Foos; one 6, one 15 and one 25 h. p. Fairbanks-Morse; one 10 and one 18 h. p. Lewis; one 30 h. p. Webster. Write A. H. McDonald, 36 W. Randolph St., Chicago.

FOR SALE.

WEBSTER GASOLINE ENGINE, self-contained, 3 h. p., with electric spark and tube\$100.00

FOOS GASOLINE ENGINE, vertical, 3 h. p., electric spark\$75.00

WEBSTER GASOLINE ENGINE, vertical, 4½ h. p., with electric spark and tube\$125.00

FOOS, 5 h. p., latest improved, used less than thirty days, complete\$175.00

KANE, 4 h. p., first-class condition, with electric spark\$100.00

STICKNEY, 4 h. p., latest improved, complete\$100.00

WEBSTER-LEWIS ENGINE, 5 h. p., first-class condition\$100.00

WITTE GASOLINE ENGINE, 10 h. p., good condition\$100.00

Address Allen P. Ely & Co., Omaha, Neb.

MACHINES FOR SALE.

BARNARD & LEAS Cleaner, No. 3, for sale cheap. F. G. Ely, Traders Bldg., Chicago.

STERLING CAR LOADER, in good shape, for sale cheap. Used one year. Brint Robbins, Washburn, Ill.

FOR SALE—One Appleton mill and crusher; 2 Triumph corn shellers. C. D. Holbrook & Co., Minneapolis, Minn.

NO. 1 VICTOR sheller and No. 1 Cornwall cleaner for sale; both in perfect condition. Horner Elevator & Mill Co., Lawrenceville, Ill.

SECOND-HAND CORN SHELLER for sale cheap. Has no equal; a great success; guaranteed. Address, W. L. Bristol, Mt. Blanchard, Ohio.

FOR SALE—1 No. 2 Marseilles sheller; used one year; 1 100-bushel U. S. hopper scale. Both in good condition. Address, M. J. Lee, Redmon, Ill.

DUST COLLECTORS for sale: One No. 6 and No. 8 Cyclone dust collector. Late make and in perfect condition. Address, E. E. Hollister Co., 116 N. Front St., Quincy, Ill.

FOR SALE—A No. 1 Little Victor cylinder sheller, only used 6 months. Also a 14-in. Vertical French buhr, \$25 each f. o. b. here. Address Emil Brunner, Hope, Kan.

INVINCIBLE SCOURER FOR SALE. Capacity, 20 to 30 bushels per hour; horizontal and almost new. Will sell half price. Address Lock Box 87, Franklin, Ky.

SPECIAL BARGAINS in second-hand machinery. Write for Circular No. 20. We may have what you want or know where to get it. A. S. Garman & Sons, Akron, Ohio.

FOR SALE CHEAP—One 9x18 Case double roller mill, with new Cornwall automatic feeder; one 6x18 Barnard & Leas double roller mill. Address D. E. Neff, Jefferson, Okla.

NO. 4 EUREKA oat clipper for sale. Machine is good as new. Capacity, 4,000 bushels per day; price is \$50 f. o. b. Fontanelle. Address D. N. Dunlap, Fontanelle, Ia.

FOR SALE—No. 4 Western corn cleaner and fan; No. 4 Western corn sheller; 3,600-pound hopper scale and one 20-h. p. boiler. All in good order. Address, Treat & Morrison, Gays, Ill.

THREE MONITOR Oat Clippers for sale, capacity 1,000 per hour. Two Pease Separators, capacity 800 bushels per hour. Above in fairly good condition. Milwaukee Elevator Co., Milwaukee, Wis.

BARGAINS.

1 corn belt feed grinder; almost new.
1 combined oat clipper and wheat smut-ter.

1 No. 2½ combined Western corn sheller.

1 piece shafting, 12x1 15/16 ft.

1 piece shafting, 17x1 5/16 ft.

2 iron pulleys, 16x4x1 15/16.

1 iron pulley, 24x6x1 15/16.

1 wood split pulley, 36x6.

1 wood split pulley, 26x6.

75 elevator buckets; sizes, 4½x7; good condition. R. Turner & Son, Avery, O.

MACHINES FOR SALE.

TWO NEW MONITOR up-to-date oat clippers for sale; capacity 3,000 bu., 10 hours. Your price is mine, but not less than \$100.00 apiece, f. o. b. Also one new Sandwich mounted corn, sheller and cleaner combined; capacity 3,000 bu. per day. It cleans clean and discharges into car, wagons or sacks, and same with the cobs; long drag to draw corn to sheller. Will take less than \$200.00 f. o. b. It cost \$400.00. Address H. G. Tinkham, Latty, Ohio.

MACHINES WANTED.

EAR CORN DUMP and elevator wanted. Write E. H. Spaulding, Westfield, Ia.

ENGINES WANTED

WANTED—Two standard make gasoline engines of 12 h. p. Also rolls and bolter for manufacturing meal. Address Linzee Goodwin Grain Co., Hobart, Okla.

ENGINES AND BOILERS.

TUBULAR BOILER, 66x16, with fronts, in good order, for sale at a bargain. F. G. Ely, Traders Bldg., Chicago.

FOR SALE CHEAP—One 20-h. p. stationary boiler and one 16-h. p. center-crank engine. All complete. Address, Miller Wagon Co., Edina, Mo.

ATLAS ENGINES and boilers for sale; 15 and 25 h. p.; 8 h. p. portable gasoline, almost new. We sell or exchange new engines anywhere. Address, Wallace Machinery Co., Champaign, Ill.

FOR SALE.

A practically new 40 h. p. boiler, a 65 h. p. engine, several engines from 6 h. p. to 12 h. p. with boilers. Scales, grain hoppers and lot of planing mill machinery. Also a fine cabin gasoline launch at half price. Address Gillett & Eaton, Lake City, Minn.

HAY WANTED.

NO. 1 TIMOTHY HAY WANTED. Quote price. C. F. Wilkins & Son, Washington, D. C.

HAY WANTED—Consignments solicited. Prompt returns. J. R. Lucas & Co., St. Louis, Mo.

ALL GRADES HAY, especially clover hay wanted. Write at once. Whitcomb & Root, Cincinnati, Ohio.

Hay and tangled rye straw wanted in any amount; also ear corn, oats and rye. Address Johnson & Son, Goshen, Ind.

HAY WANTED—All grades, delivered our station either for immediate or future shipment. Write A. N. Hazen & Co., Washington, D. C.

OUR COMMISSION, 50 cents per ton. It will pay you to send for our mkt. report. If you have straw to sell, quote us. E. K. Lemont & Son, 465 Bourse Bldg., Philadelphia, Pa.

WANTED: To contract for hay for the coming season. Will want from seventy-five to one hundred cars, small bales. Shipments to cover 1904 crop. Grades must be standard. Terms arrival drafts, bill lading attached. J. C. Gwinn, Alderson, W. Va.

SITUATIONS WANTED.

POSITION WANTED as buyer for some grain firm to run elevator. Seven years experience. Address Lock Box 15, Breda, Iowa.

FIRST-CLASS MAN wants position as manager of elevator; best of references; 16 years experience. Address, A. H. Walls, Ridgefarm, Ill.

POSITION AS MANAGER grain elevator. Best reference. Am familiar with coal and hay trade. Address John, Box 4, Grain Dealers Journal, Chicago.

POSITION WANTED as buyer for line eltr. co.; 8 years experience; will work reasonable to start; best references. State wages. Address Box 515, Sibley, Ia.

POSITION WANTED as solicitor for grain firm or buyer on track for cash grain house. Best of reference. Address Solicitor Box 9, Grain Dealers Journal, Chicago, Ill.

POSITION as bookkeeper with good firm. Am familiar with grain, coal and lumber trade. Best of reference. Address, L. Z., Box 3, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED as manager of elevator; 15 years experience in grain and seeds; good book-keeper. Can fill any place. References. Address, Fremont, Box F Glendale, Ky.

SITUATION WANTED by young man having general elevator and office experience; best of references as to ability and character. Address Has, Box 4, Grain Dealers Journal, Chicago.

POSITION WANTED in Chicago grain office by a young man; two years experience in office of Reynolds Bros., Toledo, O., to whom I refer. Address W. R. Allman, 2439 Vermont Ave., Toledo, O.

SITUATION WANTED with grain firm, either on the road or in the office, by young man 21 years old; have had 3 years' experience; good references. Address Worker, Box 4, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED as traveling superintendent for line company. Good judge of grain, corn and oats. Country preferred; 10 years' experience; can give any reference. Address A. B. C., Box 4, Grain Dealers Journal, Chicago.

A MAN now buying grain at a station wants a position in some town with good church and school privileges. Will take charge of business in corn and oats belt on salary or will buy on joint account. Address Buyer, Box 4, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED; have had six years' constant office and elevator experience in buying, selling and sample grading of barley and oats and the looking after the forwarding of shipments direct to a large established eastern and southern trade. Am thoroughly familiar with railroad tariffs. Age 25 years. Address "Office and Elevator Experience," Box 4, Grain Dealers Journal, Chicago, Ill.

HELP WANTED.

GOOD SCALE MAN wanted. Must be competent and be able to furnish unquestionable references. Steady employment and a good field for the right kind of a man. Address, Omaha Elevator Co., Omaha, Nebr.

FIRST-CLASS ACCOUNTANT and bookkeeper to take charge of books of line company in city of 10,000. Good salary to right man. Address, giving experience, A. M. Co., Box 4, Grain Dealers Journal, Chicago, Ill.

ELEVATOR WEIGHMAN for flour mill elevator wanted. Steady position for right man. Apply, stating experience, with references and wages expected, Campbell, McLean & Co., Henderson Blk., Winnipeg, Canada.

MAN WANTED, who understands gasoline engine, to run the Lauder farmers elevator for term of seven months, from Sept. 1st. State experience and wages wanted. W. D. Cameron, Secy., Lauder, Man., Canada.

BOOKKEEPER AND STENOGRAPHER wanted. Must have experience in grain office work. Permanent position and fair wages to the right man. State age and experience. Address James Bell & Son, David City, Neb.

ENGINEER WANTED, experienced elevator man, capable of handling steam engine and all ordinary elevator machinery. Advise at once age and experience and salary wanted. Address, The H. L. Strong Grain Co., Coffeyville, Kan.

EXPERIENCED BOOKKEEPER for responsible grain firm who can furnish \$10,000 for use in the business, properly secured. Good deal for right man. References exchanged. Address Responsible, Box 8, Grain Dealers Journal, Chicago, Ill.

YOUNG MAN WANTED for office assistant who has had some experience in the milling and grain business and who is both stenographer and bookkeeper. Must have good education and write a good hand. Address in own handwriting. Give full particulars in first letter and state salary expected. Wm. Pollock Milling & Elevator Co., Mexico, Mo.

PARTNERS WANTED.

WANTED, a partner with means to be manager of a good, up-to-date plansifter system mill, 125-bbls. capacity. Also a good 200-bbl. corn meal system. Address, G. W. Wirt, Tecumseh, Neb.

GREAT BUSINESS chance for bright man well up in office work and who knows something of the seed and grain business. Some capital required to obtain an important office in a well established organized concern handling seeds and grain. Located in the west; growers, dealers and importers. A chance of a life time for the right party. Write giving reference, ability and means. Address, Nebraska, Box 1, Grain Dealers Journal, Chicago, Ill.

SEEDS FOR SALE.

TIMOTHY, CLOVER AND FIELD SEEDS of all kinds; buy or sell. Write us. Ross Seed Co., Louisville, Ky.

GRAIN FOR SALE.

WHITE WHEAT for sale. If in need of white wheat write or telegraph Sam Williamson, Salt Lake City, Utah.

TURKISH RED WINTER WHEAT.—Wisconsin grown new crop seed, pure and clean. Also Olds' Mammoth white rye. Samples and prices on application. L. L. Olds' Seed Co., Clinton, Wis.

SEEDS WANTED.

WANTED—Alfalfa, Millet, Cane Seed, Kaffir Corn and Timothy Seed in car lots. W. H. Small & Co., Evansville, Ind.

NEW CROP timothy seed of extra quality wanted. Special prices. Send sample. O. C. Shepard Co., Medina, O.

GRASS AND FIELD seeds wanted. We are always in the market for all varieties. Address the Wm. S. Gilbreath Seed Co., Indianapolis, Ind.

GRASS AND FIELD seeds wanted. Also timothy seed, and clover seed in carlots. Address, Wm. G. Scarlett & Co., 729 East Pratt St., Baltimore, Md.

FIVE CARS of timothy, clover, alsyke, red top and hungarian seed wanted. Mostly official prime grades. Send samples and prices. Shipment Dec. 1904 delivered here. Wm. F. Chick, Bangor, Me.

GRAIN WANTED.

CORN WANTED. J. E. Bartlett & Co., Jackson, Mich.

WANTED—No. 2 red, soft wheat. Address, Goshen Milling Co., Goshen, Ind.

OFF-GRADE, light wheat wanted. Mail samples. Address, W. H. Small & Co., Evansville, Ind.

WANTED to buy wheat, corn, oats and hay, Harsh Bros. & Co., Merchants Warehouse, Nashville, Tenn.

WANTED, CONSIGNMENTS—Wheat, corn, oats and hay. J. R. Ryan & Co., Indianapolis, Ind.

WE solicit your consignments of grain and millfeed. They will have our best care. BURNS BROS., Buffalo, N. Y.

WINTER WHEAT wanted. Quote prices, send samples. Ship Big Four or Pa. R. R., Ansted & Burk Co., Springfield, Ohio.

WANTED, your consignments of flour, grain and hay. Personal attention and prompt service. Address, Bennett, Hawkins & Co., Nashville, Tenn.

EXTRA FANCY WHITE OATS, about 50,000 bushels, wanted. If natural must test 36 pounds; if clipped, 37 pounds or better. Send samples, stating quantity to offer and price; also particulars relative to shipment. Blue Grass Commission Co., Lexington, Ky.

HOT DAMAGED CORN wanted; also Natural Dried and Kiln Dried Damaged Corn, damage due to natural causes. Send large samples, will wire bids. Also buyer of good corn, oats, wheat and rye. Otto Keusch, Produce Exchange, New York City, N. Y.

Another Model Elevator

Equipped with S. A. machinery, is that of the Missouri Grain Co., at Moberly, Mo. From elevator boots to car puller, the entire house is furnished with the best machinery money can buy. The cost for repairs is very small when you buy the best. We don't aim to get rich on repairs, in fact it is our purpose to make our machinery so good that repairs are not required. When we buy machinery we get the best and figure that even then it is none too good. It is just the same in grain elevator machinery.



SEND FOR CATALOG

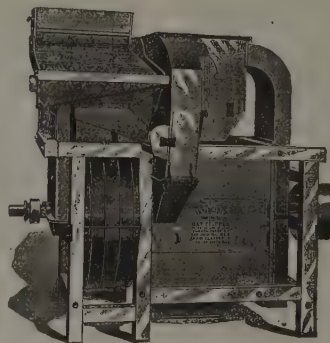
STEPHENS-ADAMSON MFG. CO.

Office and Works: 202 to 246 Ridgway St., AURORA, ILL.

AGENCIES:

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 San Francisco, Cal. California Engineering & Construction Co.
 Spokane, Wash. Bradley Engineering & Machinery Co.
 Memphis, Tenn. R. N. Erion
 Nashville, Tenn. Schuyler & Oswald
 Salt Lake City, Utah. Utah Mining Machinery & Supply Co.
 Seattle, Wash. Caldwell Bros. Co.
 Butte, Mont. Western Mining Supply Co.
 Montreal, Can. Peacock Bros.

INVINCIBLE OAT CLIPPER



This is the way it earns money for you.

1. Less power used.
2. Capacity greatest for power and space used.
3. Life of machine longer.
4. Less attention needed.
5. Better quality of work done.

It excels all on these points.

This machine has the greatest capacity with a minimum shrinkage. It has large, wide shoes and great clipping surface. Made of all iron and steel. Capacity 2,400 bushels per hour. Write us about it.

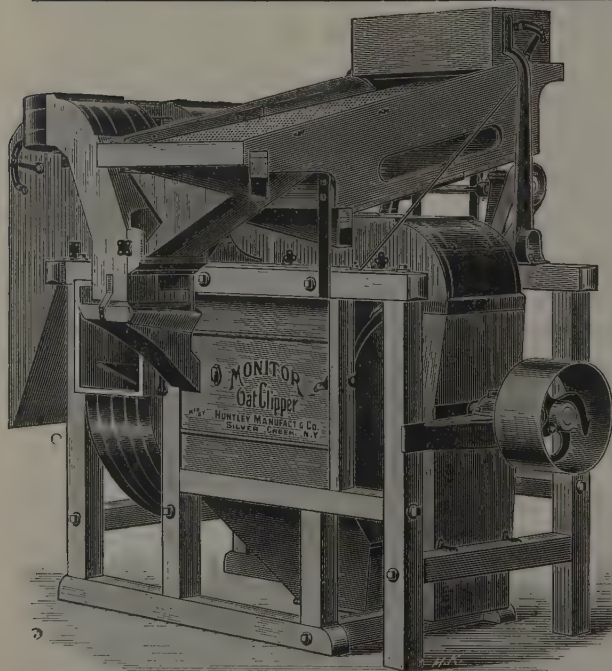
Invincible Grain Cleaner Co.

Silver Creek, N. Y.

REPRESENTED BY

W. J. Scott, 604 Traders Bldg., Chicago, Ill.
 Edw. A. Ordway, 512 Exchange Bldg., Kansas City, Mo.
 Chas. H. Scott, Nicollet Hotel, Minneapolis, Minn.
 J. N. Bacon, Balchorne Block, Indianapolis, Ind.

MONITOR MACHINES



SEND FOR OUR NEW CATALOGUE OF

Monitor Elevator and Warehouse Grain Cleaning Machinery

The line includes Monitor Elevator and Warehouse Separators, Aspirators and Smutters, Flax, Barley and Corn Separators, Seed Cleaners, etc. We show here the Monitor Oat Clipper which is the best machine on the market for clipping oats and can be quickly adapted to do the best work on smutty wheat. It is a big money maker and is becoming more in demand every month. When at the World's Fair at St. Louis, visit the Monitor Exhibit, Block 107, Agricultural Building.

Huntley Mfg. Co.,

Silver Creek, N. Y.

BRANCH OFFICES:

302 Traders Building, Chicago, Ill., F. M. Smith, Mgr.
 418 Third St., So. Minneapolis, Minn., A. F. Schuler, Mgr.
 121 Front Street, New York, N. Y., J. W. Perrine, Mgr.
 221 Mission St., San Francisco, Cal., F. D. Wolfrom, Mgr.

MAKE MOST MONEY



GRAIN DEALERS JOURNAL

Published on the
10th and 25th of Each Month

BY THE

GRAIN DEALERS COMPANY

255 La Salle Street,
Chicago, Ill.

CHARLES S. CLARK, Manager.

Subscription Rates

To United States, Canada and Mexico
One Year \$1.50; Six Months 75 cents; Single
Copies 10 cents.

To Foreign Countries within the Postal
Union, postage prepaid, \$2.00 per year.

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furnished on application. The advertising
value of the Grain Dealers Journal as a
medium for reaching the grain dealers and
elevator men of the country is unquestioned.
The character and number of advertise-
ments in its columns tell of its worth.

Letters

on subjects of interest to those engaged in
the grain trade, and trade news items are
always welcome.

Entered at Chicago, Ill., Post Office as
Second Class Matter.

CHICAGO, ILL., AUGUST 25, 1904.

FIRE-PROOF elevators are rapidly be-
ing increased in number, and if the price
of steel continues to decline steel tanks
will be used more extensively than ever.

JAS. J. HILL and others of the North-
west who talked much of the Evil of Crop
Booming early this month, must now be
much agitated over the Evil of Crop Kill-
ing.

ALFALFA mills for grinding alfalfa
into feed is one of the latest mechanical
necessities following in the wake of this
prolific plant, which thrives in spite of
drought.

THE BAG-LENDING dealers of Ohio
and Indiana have not much opportunity
for indulging their favorite folly this year,
but their brethren of Missouri are work-
ing overtime.

BETTER crop reports wud insure
steadier markets and prevent the entire
trade going into hysterics every time a so-
called crop expert chased a rust spore
thru a wheat field.

MILWAUKEE Chamber of Commerce
has adopted a rule providing that all
contracts for the purchase or sale of oats,
unless otherwise specified, shall be under-
stood to be for No. 1 white old or new
oats, weighing 34 pounds, and this grade
shall be deliverable and shall be received
in fulfillment of such contracts. With
rules in all of the nearby markets provid-

ing for the delivery of 32-pound oats on
contracts it is not likely that many deliver-
ies will be made in the Milwaukee market
of oats stored in Milwaukee elevators.

A LOCAL grain trade assn. which lends
itself to the political interests of any dis-
trict or clique cannot hope to thrive or
succeed as a grain trade organization, for
if it champions any interests other than
that of its members, who are supposed
to be grain shippers, then it has outlived
its usefulness. It should disband or change
its name.

THE farmers' co-operative companies
of the Northwest have again combined for
the purpose of marketing their grain thru
one company of their own making in
Minneapolis. The ghost of the Scandi-
navian Elevator Co., and other co-opera-
tive concerns of like character points a
warning hand to the many wrecks of the
past.

WILDCAT fire insurance managers
have been chased so closely by the federal
authorities that the managers of the
Shanklin, Chamberlin & Cowell agencies
have quit doing business and authorized
the return of mail addressed to them.
However, seekers after cheap stock poli-
cies shud bear in mind that many cats
have more than nine lives.

THE BULLS, in their eagerness to
spring the market again, are now circula-
ting reports of 3 to 4 inches of frost
last Saturday night, in the vicinity of
Moosejaw, Regina and Indian Head, N.
W. T. Inasmuch as the report is not
verified from reliable sources the reporter
might just as well have reported 10 feet
of snow at the same places.

GRAIN dealers of the Northwest are
justified in regretting the great deteriora-
tion in the wheat crop, which last month
gave promise of such a bountiful yield
and excellent quality, but in their weeping
over lost opportunities they should not
forget that the crop of oats, barley, flax
and rye is excellent and unusually large,
especially in the case of oats and barley.

RAIL CARRIERS have always been
opposed to that part of the reciprocal de-
murrage rule which will require carriers
to pay for delay of freight, as shippers
and receivers now pay for delay of freight
facilities, and their objection has been
sustained by the lethargy of the shipping
public, with the result that the carriers
are ahead several hundred thousand dol-
lars a month.

THE development of the gasoline en-
gine has been slow, but today there are so
many successful engines on the market
that it is not necessary for grain elevator
operators to pay the price of experiments
by installing new and untried engines
even tho they be cheap. It is far better
to have a dependable engine, one upon

which you can rely for the power when
needed, even tho the bank account is re-
duced \$100 or \$200.

FIGHTING co-operative elevators so
as to keep local prices above those ruling
in central markets is the greatest encour-
agement that cud possibly be given the
promoters. Altho the regular dealer may
force himself into bankruptcy some farm-
ers will always doubt that he paid more
for grain than he cud obtain. It is more
profitable as well as better policy to buy
grain on a safe margin or not at all.

AT LAST the merchants of Superior,
Wis., have arrived at the conclusion that
they cannot foster or promote the grain
trade of their city by fighting the grain
dealers and grain elevator operators, and
recently have presented a petition to the
Board of Review, asking that no attempt
be made to tax grain in Superior elevators
on May 1st. They are prompted to take
this action by Duluth's not taxing grain
stored in terminal elevators.

THE TEXAS Railroad Commission is
so bitterly opposed to the new uniform
bill of lading that the Commission has
warned the railroad companies that should
they adopt the objectionable bill in inter-
state shipments, so as to affect Texas
business, the Commission would order a
corresponding reduction on all intra-state
business. The Railroad Commission of
Texas seems to have far more influence
with the rail carriers than almost any
other organization in existence.

THE latest aid to health, remarkable
as it may seem, is something which will
quickly appeal to wheat speculators who
were short two weeks ago. A Minneapo-
lis weekly, which is identified in a meas-
ure with the stock market, publishes a
most excellent article on "The Healthful-
ness of Shake-Outs." Testimonial let-
ters from shorts who have been shaken
out should be published with the article,
to convince the average reader of the
invigorating effect of the treatment.

A WEEKLY milling journal seems to
fear that unless the millers of the country
will engage in open warfare with the
wheat exporters they will be unable to se-
cure enuf grain to keep their mills run-
ning. This difficulty can readily be over-
come by the millers getting next to the
operators of country elevators, to whom
exporters must go for wheat. The mil-
lers are nearly always ready to pay a high-
er price for wheat than exporters can af-
ford, hence there shud not be much diffi-
culty in their obtaining all the grain de-
sired.

A NUMBER of eastern bucket-shops
which until recently got their quotations
via "Peeking" are now open for offers of
reliable quotations, price not to be con-
sidered. Until recently a telegraf operator

sat thru 'Change hours in a room adjoining a customers' room of a N. Y. option firm and peeked thru a hole in a sealed door at the figures posted on the board. These he telegraphed out to a number of bucket-shops and they used them as bait for suckers. But the operator peeks no more, because the quotations have been stopped, and the office of the option firm closed. Jno. Hill found the leak.

LEST you forget, we say again, confine dealings in central markets to members of the organized Exchanges and thereby minimize the chances of misunderstanding and place yourself in position to secure fair treatment.

CONGRESS will not convene for nearly three months and a half, but, in the meantime, we will re-elect a number of congressmen who will have a vote, on the Cooper Bill, now pending, which is designed to give the Interstate Commerce Commission power to enforce its decisions. When the congressional candidates of your district come around vote-hunting just sound them on this question and insist upon the commission being clothed with sufficient authority to enable it to do some effective work.

ANOTHER bucket-shop operator has been arrested at Kansas City on a charge of using the mails to defraud. Of course the gentleman did not do business in his own name, but he pretended to be a "Grain Broker" and caught numerous suckers in Canada and nearly every state of the Union. It seems remarkable that, after the many swindles conducted at St. Louis last year, another crop of 3,000 suckers shud be gathered so quickly. It serves but to show that the people who read the least pay the most for that privilege, while the people who keep posted generally invest their money in legitimate channels and realize profitable returns.

AFTER much agitation the Minneapolis 'Chamber of Commerce abandoned its efforts to induce the grain inspection department to carry on its work more leisurely and carefully and is satisfied with a slight change in the regulations, which no doubt will work to the advantage of the grain receivers as well as shippers to that market. Under the new regulations receivers will be given more time to dispose of the late arrivals each day and will not be required, as heretofore, to sell them at a discount or carry over a day at the expense of demurrage, as is clearly pointed out in our column devoted to "Letters from Dealers."

REPORTS from several Ohio points are to the effect that dealers are still indulging in war with one another and paying several cents higher per bushel for grain than they can get for it. We wud be pleased to hear from a fighter who can figure out a profit on doing busi-

ness that way, with a diagram of the method and a picture of the profits. We know of several dealers who are willing to pay liberally for such information.

IN "Letters from Dealers," this number, is cited an account of a blood-curdling accident which occurred when a young man, dressed in loose blouse and trousers, attempted to start a gasoline engine. He was wound about the shaft and his head dashed against the floor time and time again. Frequently every year we sound a warning to those of our readers who are disposed to be careless in the care or handling of machinery. In many elevators parts of machines or machinery are exposed, in utter disregard of the rights or welfare of patrons or employees. It is not an expensive or difficult matter to cover and guard dangerous machinery from careless trespassers. In fact the expense is so very small that it would seem the part of wisdom for employees to put up guards of their own free will, even tho they find it necessary to work over time. The man who is working around machinery can more readily detect dangerous points than any one else, and even if he be unwilling to give his own time to guarding the pitfalls he should insist that they be guarded and then exercise all possible care in preventing accidents.

EVERY grain dealer has heard often of the old iron, stones, whiffletree and boards dumped into his elevator by farmers as ear corn, but few have lived to be so delightfully surprised as was an elevator operator at Newman, Ill., recently, who, on cleaning corn from the sheller, found a pocket-book torn to shreds and then a procession of \$5 and \$10 bills. Of course every grain dealer knows that it is not natural for a farmer to turn U. S. currency into a corn dump on the basis of 70 pounds to the bushel, neither will any of the dealers object to such receipts, altho thoroughly cognizant of the fact that it will not grade No. 2 Yellow in any market. Another piece of good fortune which fell to the operator was that, altho most of the pocket-book was recovered, \$15 in cash was, up to the last accounts, unaccounted for, and the demand for cobs was greater than it has been for years. It is said that as soon as the report of the lost money was out everybody learned that they had room for another load of cobs.

The future course of the corn market depends on the American crop, but with the experience of the current season before us, we are slow to believe that America will ship freely, even from a good crop, unless prices are fairly high, and the more so as present prospects point to only moderate crops of feeding barley and oats in the chief exporting countries.—Liverpool Corn Trade News.

CROP REPORTS.

Our department of Grain Trade News, thru the energy of our correspondents and the kind contributions sent in by friends, has become so large and cumbersome that we have been forced to remove all crop reports from the department, and henceforth news matter relating to grain crops will be published in a special department of "Crop Reports."

We hope also that this new department will attract more reports of this character and thereby make it of more value to our many readers in the trade. Let us hear from you.

LOYALTY OF ELEVATOR OWNERS TO MUTUAL INSURANCE COMPANIES.

Three years ago the stock fire insurance companies felt so sure of their absolute control of the insurance on grain elevators that they twice advanced the rates on risks of this class and without regard to the hazards of the individual risks. Naturally, the grain elevator owners resented the greed of the stock companies and those who had risks that wud prove acceptable to mutual companies made haste to insure their grain storehouses with mutual companies making a specialty of this class of risks.

These companies, thru careful selection, the education of property owners and by frequent inspections, have materially reduced the fire hazard of this class of risks as well as reduced the actual cost of insuring them. Such a work of education is farthest from the aim or desire of the stock companies, but now that the mutuals have materially improved the insurance condition of the risks carried by them, the stock companies have made horizontal cuts, hoping thereby to attract their old-time victims from the pale of their defenders—the mutual companies.

It is gratifying to know that the owners of elevator property are shrewd enuf to see the purpose of this latest move of the stock companies and are refusing to desert their own companies even tho the possible cost may appear to be more. The actual cost in mutuals always has been less and there is no reason for thinking that a change will take place, because elevator owners are more familiar with fire hazards to-day and exercise greater care in preventing fires than ever.

To the stock company's local agent an elevator is an elevator and he is interested principally in his commission, hence the proffered risks which are not acceptable to mutual companies, making a specialty of this class of hazards, are insured at about the same rate as first-class risks. It is easy to perceive that the good risks must pay the heavy losses on the poor ones and the time cannot be far distant until the stock companies will again make a horizontal increase in their

rates. The local agents can give no assurance that the reduced rates will last beyond the calendar month.

Owners of elevator risks which are good enuf to be selected by the mutual companies will readily appreciate that the cost of their insurance wud have been greatly increased had the mutuals making a specialty of this class of risks issued policies on every elevator offered. It is absolutely certain that the cost of their insurance wud have been much greater than it has been under the policy of careful selection followed by the mutuals. The hysterics of the stock companies over the loss of elevator business shud be gratifying to those who have been fortunate enuf to have their risks selected by the mutual companies and shud strengthen them in their loyalty to the mutuals.

OFFICIAL EXCHANGE CROP REPORTS.

It has been suggested that inasmuch as the wind speculators have, thru their so-called crop experts, issued so many misleading and dishonest crop reports this year that it behooves the grain Exchanges, in the interest of the trade at large, to compile official crop reports which shall depict nearer the true condition. It is generally recognized that the reports sent in by crop experts employed by pit traders are biased by the desire of the employer.

To compile reports which would prove reliable and above question would require a large expenditure of time and money. It would seem better for the cash grain dealers to induce Uncle Sam to improve his crop collecting service so as to make the crop reports more reliable and insure their being nearer up to date. The government crop report at present is always 10 days behind the condition at the time of issuance. It is patent to any one closely identified with the trade that many false reports are circulated for the prime purpose of influencing the market and in utter disregard of the rights and interests of those speculating in grain. The collection and compilation of crop reports will be by far the greatest undertaking ever inaugurated by an Exchange.

Several of the grain dealers' assns. have compiled very excellent crop reports for circulation among their members, and no doubt if the grain dealers were to co-operate with the Exchanges and the millers' assns., reports would be compiled which would come much nearer to reflecting the true condition of grain. However, the superintendent of such work must needs be a shrewd judge of human nature, in order to detect a report made primarily to voice the speculative interest of the writer of the report.

If each Exchange had an official crop reporter who traveled about the country his guess would be more reliable than any of the present-day so-called experts. It would seem a much easier and less expensive way to obtain information of this character from country grain shippers or

millers located at different points in each county.

BLACK RUST.

So many conflicting statements have been made concerning black rust which has caused serious loss to the wheat crop of the Northwest that it seems likely it will be a long time before the farming community is fully educated as to the character of this disease and how to minimize the chances of wheat becoming infected with it. Many of the agricultural papers have published statements that it is caused by heat, sun, damp, water, etc., in utter disregard of the parasite which is the fundamental cause of the disease.

The farmers in many sections of the country have been educated to a slight knowledge of the smuts of grain and altho a sure preventative has been discovered and recommended by the agricultural colleges, still comparatively few farmers will go to the trouble of taking the excellent precaution of immersing their seed in formaldehyde solution.

The recommendations for the prevention or reduction of the effect of rust yet presented by the expert workers of the several agricultural departments are uncertain. Many of them have laid considerable stress upon the importance of seed selection. Some varieties of wheat seem to withstand the attacks of rust much better than others. Many reports from the rust ridden districts have been to the effect that macaroni wheat was in no wise affected by the rust. The subject is one which is receiving much attention from agricultural experiment stations, and no doubt in the near future some more effective means will be devised for combating the disease.

TWENTY PER CENT ADVANCE IN FREIGHT RATES.

Despite the protests of the American Shippers' Assn., and affiliated organizations, trunk lines seem determined to enforce the use of the so-called uniform bill of lading which requires the payment of 20 per cent additional freight if shipper requires the carrier to assume its common law liability. In some cases the railroads have pretended not to desire uniform bill of lading until Jan. 1st, '05, but at the same time these roads are now supplying the new forms to agents and shippers. If the members of the grain trade are willing to put up with the impositions of the grain carriers, then it would seem that their lethargy is the only thing needed to bring it upon their business.

The new bill of lading is particularly objectionable to the grain trade, not only because of the 20 per cent increase in freight rates, but also on account of the words, "NOT NEGOTIABLE," which destroys the commercial value of the paper.

The grain trade is so near a cash basis that the enforcement of these regulations would compel all dealers without an unlimited bank account to do business on a small scale, if at all.

The American Shippers Assn. has protested most vigorously against the adoption of the new bill, and recommended that its members refuse to sign the bill and insist that the words, "NOT NEGOTIABLE," be stricken out from all "order" bills of lading. The more vigorously the shippers protest the sooner can they expect to escape from the onerous burdens heaped upon them by this new bill.

Observations.

BY TRAVELER.

A recent issue of the Journal contained the statement: "Corn shippers would save themselves thousands of dollars by picking out the bad ears before shelling. A few bad ears will give the whole carload a low grade." Very true! but why limit it to corn? Does it not apply to grain of all kinds, leaving out the reference to shelling? There are still many dealers who fail to realize that they lose a good portion of their profit on a carload of good or choice grain when they carelessly mix in or throw in a few bushels of poor stuff. It only takes a trifling quantity to reduce the value of the whole load.

* * * * *

As regularly as the heavy shipping season comes around and elevators are being rushed to completion in all parts of the Northwest, I observe that one important feature of their construction is too often omitted, that is, fireproof roofing. It would be interesting to know what proportion of elevator fires are caused by falling sparks from locomotives, as well as from conflagrations which break out close at hand, but it certainly is quite large, and such losses could be entirely avoided by the simple precaution mentioned. The expense is not at all heavy, compared to the protection afforded, and I would strongly recommend dealers who are without such roofing to put it on at once, for one never knows what a day may bring forth. A friend of mine lost his elevator two years ago during the time of ordering and receiving some roofing, and he was only about half insured. By a cruel mockery the roofing arrived three days after the fire, which was caused through sparks from a burning shanty located on a hill behind him.

* * * * *

The very simplicity of gasoline engines causes more than a little trouble to those who install them in their elevators, for the reason that dealers attempt to run them without receiving adequate instruction. They get a smattering of knowledge which suffices for a time, but sooner or later little things occur to harrass or annoy them, and they are fortunate if the lively little engine does not "buck up" and come to a standstill, necessitating the services of an expert to repair it.

There is, however, a very easy method of getting around such trials, and that is by an intelligent study of one of the several excellent "hand-books" which are gotten out for the use of those who put in these engines. If you contemplate the installation of gasoline power but have not already ordered your engine, you will find it an advantage to obtain the book in advance and go through it carefully, so that you will be in a position to talk intelligently with the man who sets up your plant. There will, of course, be much that you cannot comprehend until you have observed the actual working of the engine, but the ground-work for practical knowledge will be well laid. Then, through critical observation, you can soon become thoroughly versed in what might be termed the "eccentricities" peculiar to each machine, as well as in its normal service. Even then, however, you will find the book of constant value for reference, as there are many little points coming up that had not been thought of, and for this reason the more complete the book the better.

Ten Little Wheat Plants.

Ten little wheat plants, growing nice and fine,
 Along came a late frost, then there were nine,
 Nine little wheat plants—season rather late—
 Rain kept the ground wet—then there were eight,
 Eight little wheat plants, sun too bright in heaven,
 Made the ground hot, then there were seven,
 Seven little wheat plants, growing well begun,
 Along came a crop reporter—and left only one.

—From the Traders Plant.

Letters From Dealers

THE BEST WAY TO SELL GRAIN.

Grain Dealers Journal: The best way to sell grain is to find a good firm and sell f. o. b., but not to a wildcat firm that will bid 2 cents above the market and then skin you on the grade and weight.

Stick to an honest firm.

Turn down all the high price firms with their low inspection. I speak from experience.—E. D. Russell, East Prairie, Mo.

LATE ARRIVALS AT MINNEAPOLIS WILL BE HELD UNTIL THE NEXT DAY.

Grain Dealers Journal: In regard to the inspection of our grain there was some talk of inspecting grain the day it arrived and then carrying it over until the next day before selling it, but at a meeting of the Railways and Chamber of Commerce it was decided not to do so as it would delay the switching of cars and be but a question of time before all the railroads would be congested.

The rule is now that all cars arriving after 8:30 A. M. and being inspected by 11 A. M. shall be sold the same day, but any grain arriving later than that, not being inspected until after 11 A. M., can be carried over until the next day without demurrage.—Yours truly, F. H. Peavey & Company, Minneapolis, Minn.

NO LATE INSPECTION AT MINNEAPOLIS.

Grain Dealers Journal: The proposed rule of holding cars over one day for inspection did not pass. The object of this rule was to give the inspectors plenty of time to make a careful inspection, so that the first inspection would be correct, and we would have the uniform grade. There would have been no extra expense to the shipper. The only drawback to this proposed arrangement would have been one day's delay.

We now have an arrangement that no grain coming in after 8 o'clock will be inspected the day of arrival. This will give the inspectors more time, and do away with so much late inspection. Under the old arrangement grain inspected before 11 o'clock had to be sold the day of arrival or a \$2 demurrage would have to be paid, and as most of the grain is sold in this market early in the morning it is an injustice to the shipper, as at 11 o'clock when we would get the inspection on the late arrivals, buyers

would be filled up and out of the market.—Way-Johnson-Lee Co., Minneapolis, Minn.

SUGGESTS OFFICIAL SCALE TESTERS.

Grain Dealers Journal: There has been so much said, of late, with respect to the employment of scale experts by the various grain dealers' assn's that one would think something might be done to test the efficacy of such an innovation. If it is the factor of expense which has thus far prevented giving the plan a trial, it seems to me that this might be obviated altogether through arrangements with one of the companies whose scales are regarded as standard. These companies have traveling representatives on the road constantly, and I believe that one of them would be glad to have its men act as "official testers" for an organization of grain men covering any given territory, purely for the sake of the advertising and good will which they would derive from it. What is thought of the suggestion?—P. Downen.

HAZARD OF ELEVATOR LEGS.

Grain Dealers Journal: The story about the hazard of elevator legs in the Journal of July 25, about friction of belts causing fire is very true. How about the careless smokers around the elevators, and the keeping of matches in paper boxes where mice can get at them? What of the use of fiber or wooden boxes for cuspidors where the elevator man or some farmer is likely to throw the stub end of a cigar, or empty the ashes out of his pipe? If the wooden box contains sawdust, how easy it is to start a fire!

I shud think every firm that has agents working wud instruct the men to keep the matches in iron boxes with covers, also if they have cuspidors in their offices to have the metal kind.

Let every man working in an elevator keep the head, also the boot of the elevator clean as possible, and in this way I think we can prevent some fires.—A. B. Loomer, agt. Hunting Eltr. Co.

OPPOSED TO NEW VARIETIES OF BARLEY.

Grain Dealers Journal: It seems to me that the grain trade ought to try to put a stop to the activity of the Dept. of Agriculture in introducing different varieties of barley and getting the farmers to grow them in preference to those which they have been raising. Barley is peculiar in the fact that the germinating qualities of different varieties vary widely, and when a maltster spreads the grain over a given amount of floor space he must cover the latter with barley that is of uniform quality in the respect mentioned. He cannot take a carload of this and a carload of that and put them all in together, as anyone who is not a simpleton can easily see; and the arrival on the market of a small lot of some new or little-used variety is embarrassing for all concerned. The maltsters try to accommodate those who have it to sell, by making special arrangements for it at their plants; but the quantity is never suited to any particular space which they have available, and it is an awkward business all around. These remarks are suggested by my seeing the announcement that the Dept. is urging farmers in a certain section to try some six-rowed barley that they have obtained

from a foreign soil. It's a shame, I think.—C. S. K.

HOW MANY?

Grain Dealers Journal: How many of the grain dealers who belong to any state association have thought of expressing appreciation to the commission merchants and other receivers in terminal markets who stand by them in support of the organization? How many have written that they were gratified, when they learned that a scooper was turned down, or a farmers' co-operative company discouraged, or a banker or other "business man" who controlled farm lands advised to sell his grain to the nearest regular buyer? Have any considerable number, in fact, encouraged the receivers to "keep up the good work."

Is it good policy to keep silence on this subject until the time comes to send in a complaint, which often is so worded as to arouse the fighting spirit in its recipient? Would it not be more effective to refer, whenever possible, to a previously manifested disposition on the part of the receiver to protect the association's members from hurtful competition and express the hope that he will act similarly in the present instance? If there is any one who does not think so, will he not put it to the proof at the next opportunity?—Inquisitor.

WORE LOOSE CLOTHES—KILLED BY SHAFT.

Grain Dealers Journal: Vernon Martin, age 21 years, an employe of the J. P. Barnhouse Grain & Seed Co., Morral, O., was seriously injured at 2:30 o'clock, Monday, Aug. 22. While no one was around at the moment, it seems as if he was trying to shift a 4-inch belt which runs the water pump, the belt running from a shaft extending about 10 inches out on left side of engine, and in doing this his pants leg was drawn to the shaft by the belt.

He was thrown over in the same direction as the fly-wheel was going, and after going over three times was thrown with great force to the floor. His clothes were all stripped from him and wound around the shaft of the engine. The skull was fractured and a large gash cut in the back of his head. Immediately after, he was found by E. R. Barnhouse, another employe, who heard him fall to the floor, but by the time he was reached he was unconscious.

This was caused by his clothes not being buttoned and wearing them loose, a habit he had been cautioned against, and I think it a warning to all men who negligently go around shafting and engines with their clothes loose, to swing and catch in collars and wheels.—E. R. Barnhouse, Morral, O.

BUILDING ELEVATOR OF BRICK.

Grain Dealers Journal: The 60,000-bus. brick elevator we are building was designed for us by S. H. Tromanhauser.

The brick we are using are manufactured in this city expressly for this purpose, but do not differ from the ordinary building brick, excepting the fact that clear clay, unmixed with any other material, is used in their manufacture, and that special attention is given to burning them well.

The walls of the working floor will be a straight wall 18 inches thick. The

working floor will be of concrete, and will have an elevation of 20 feet.

The main bin walls are 13 inches thick, and constructed on the arch principle, the arch being sprung against the pressure of the grain, and supported at the base by pilasters, which are tied together with $\frac{3}{8}$ and 1-inch iron rods, imbedded in the wall every fifth course of brick. The mortar used is clear cement mortar.

The hopper bottoms, elevator legs and heads, and all spouting will be of steel.

We feel that when completed, we will have a house as nearly fire proof as it is possible to build, and while the cost is considerably higher than that of a modern house of same capacity, we feel that it will prove a good investment, when saving of insurance is taken into consideration.—Springfield Milling Co., Springfield, Minn.

CROP REPORTS COMPILED BY THE EXCHANGES.

Grain Dealers Journal: The grain and milling interests of our city which have found their trade "paralyzed," so as to speak, by the nefarious operations of the speculative crowd whose lying reports in regard to the N. W. crops have forced prices for wheat far above a legitimate basis, are much taken with the idea of "official crop reports," as promulgated by Mr. Edgar of Minneapolis.

If the Chamber of Commerce of that city takes steps to carry out the proposition, it will meet with hearty support in this market and probably in others whose business has been injured by the fake prophets. The matter of expense is one which might be shared by the various exchanges interested, since all will participate in the benefit of reliable information. Under present conditions, as surely as the harvest season comes in sight, the grain and milling trade of the country is demoralized by the false and exaggerated reports that originate with the so-called "crop experts," who are either the willing or unconscious tools of a gang of bucket-shoppers and sharks that is the curse of our commercial exchanges.

How they manage to impose upon the credulous, year after year, is a mystery to many; but they are certainly able to influence a multitude of business men, both in and out of the grain trade, who ought to know better. The result is too well known for extended comment. Its effect is felt not only by those most directly interested but by merchants, manufacturers, carriers and consumers throughout the land.—Milwaukee.

CHANGE IN HANDLING TRACK GRAIN AT MINNEAPOLIS.

Grain Dealers Journal: The talked of change in the manner of grading and sampling grain on track here did not go through. The only change made was as per the following rule which went into effect to-day:

On and after this date the following rules for disposition of, and handling wheat, flax and coarse grain received at St. Paul, Minneapolis and Minnesota Transfer will be observed:

First: For all wheat, flax and coarse grain received on or before 8:30 o'clock a. m., disposition shall be given not later than 4 o'clock p. m., same day; provided, inspection on same is reported at the office of chief grain inspector before 11 o'clock a. m.

Second: On all cars loaded out of an elevator, and inspected (if same are to be inspected), up to 6 o'clock p. m., disposition shall be given not later than 4 o'clock p. m., the following day.

Third: If disposition is not furnished as above, cars will be subject to a trackage and car rental charge after 4 o'clock p. m., day of arrival, or 4 o'clock p. m., following day if loaded at an elevator, of \$2.00 per car per day or fraction thereof.

Fourth: An elevator or mill, having more grain on track than they can receive in two days shall be subject to a trackage and car rental charge as in Rule Three (3).

Fifth: When an elevator has more grain on track than it can unload in two days, grain receivers shall be notified that orders sending cars to such elevator will not be accepted. The notice to be signed jointly by the elevator company and manager of this association, and posted in the Chamber of Commerce.

Sixth: If local freight agents are notified on day of inspection, one day will be allowed free of trackage and car rental on cars of grain received from country stations, on which re-inspection is called, provided a change in grade is allowed by the state inspector.

A. L. SCOTT, Manager.

Originally, we had to give orders on all cars reported at the Chief Grain Inspector's office up to 12 o'clock and the inspectors were expected to give us inspection on all cars received up to 9 A. M. This gives us another hour to work on our grain and we think, too, it will have a tendency to induce the railroad companies to get their cars into the yards earlier in the day so that they can be inspected.—Very truly yours, F. M. Davies & Co., Minneapolis, Minn.

INSPECTION TOO HURRIED AT MINNEAPOLIS.

Grain Dealers Journal: To hold grain arrivals over one day for inspection was proposed as a means of obtaining a more uniform and thoro inspection. Now, cars received during the previous afternoon and night and early in the morning are inspected by different inspectors on the different roads, commencing work as soon as it is light enough for them to see, the railroads requiring receivers to give disposition by 4 o'clock on all cars inspected before noon. In order to know what grades and, in fact, what qualities of grain they have to sell, it is necessary for receivers to have inspections and samples at their office or on the Exchange floor very much earlier than noon.

Samplers are not allowed to open cars until after they have been inspected. This results, during the busy season especially, in forcing the grain inspectors to pass upon a very large number of cars in a couple of hours in the early morning, often giving us a hurried and, so far as results are concerned, a careless inspection. Altho we believe our inspectors a conscientious, hard-working set of men who do the very best possible under existing conditions, it was that that one day's delay, if the railroads would accede to the proposition, would afford considerable relief. It undoubtedly would, for it would give the inspectors ample time to do their work thoroly and lessen the necessity of holding cars over for reinspection.

Another proposition advanced was for the railroads to change the hour from noon to 10 or 11 o'clock inspections on which disposition must be given same day, so that there would be time to get samples and inspections to receivers and reasonable time left in which to examine the grain and sell it during the session.

The only increase in expense that we notice is that possibly all the grain might be out one day longer before it is unloaded. This is by no means sure, as, while it would be held a day longer on track to start with, if properly inspected then, practically all of it would

be ordered the following day to final destination, which would enable the railroad companies to distribute it immediately and finally without having to cut out and switch every few cars to some other track to be held for reinspection, all of which takes time and costs money; so we are not sure that the plan proposed would be any more expensive to either shipper or railroad company.—T. M. McCord Co., Minneapolis, Minn.

A WORD FOR RAILWAY OFFICIALS.

Grain Dealers Journal: In talking, the other day, with the general agent of one of the railroad companies who has established an enviable record for efficiency, I alluded to the fact that there had been much complaint of the service furnished in his district during the term of his predecessor in office; whereupon he remarked that he was sorry to hear it, but that possibly it was not altogether the other official's fault. "Shippers and receivers of freight," said he, "have a most deplorable habit of telling their troubles to everyone except the men who have it in their power to furnish relief. None of us have any use for chronic 'kickers,' but we are always glad to have attention called to things that are not as they should be, in order that we may have the opportunity to correct them, if possible. Since I have been here I have made as thorough an investigation as I could of local traffic conditions, and where I have seen room for improvement I have tried to bring it about; but then you know a new broom always 'sweeps clean.' Perhaps George had been here a little too long and was not as alert to defects in the service as formerly; but I feel sure that if shippers with real grievances had made them known to him he would have seen that a remedy was provided."

Knowing the character of his predecessor and having in mind numerous promises that were fulfilled, I differed with him; but his remarks certainly hold true in general, and the gist of them should be impressed upon the mind of every man in the grain business, if they have not already been. I do not know of any class of men who take more pride in the efficiency of the service of which they form a part than the officials of our great railway systems; and they are neither bull-headed nor cantankerous, as so many shippers appear to suppose. They realize the necessity of keeping tab not only upon the conduct of the men under them, but also upon the feeling of their shippers and the degree of prosperity of the latter, as shown by conditions of trade in the sections through which their lines run.

In conversation with traffic officials I have not infrequently been surprised at the extent of the knowledge which different ones displayed of my own business, and I have been gratified at their readiness to help me out when I found myself confronted by adverse conditions. It is, however, very much to the interest of the various roads to lend every possible assistance to those who furnish the freight, and shippers should feel no hesitation in going to them with any difficulties which they have it in their power to correct. Don't allow some clerk to stop you and put you off with promises or impertinence. Go to the officials who are responsible.—Traffic Manager.

Some Facts Concerning Scales, Their Makers and Distributors.

By H. A. Foss, Chicago Board of Trade Weighmaster.

Scale tests are made to establish the accuracy of a scale or to detect quickly the cause of inaccuracy where it exists. How can one expect a scale to work properly which is made out of material incapable of standing the strain imposed upon it, or fitted with bearings composed of hard loops and soft pivots or soft loops and hard pivots?

There never was a time when so much worthless scale material was being imposed upon the unsuspecting public and country shipper as now. Never before has there been such a wholesale installation of useless weighing machines, many of which carefully hide the maker's name, sometimes supplanting it by that of the dealer. In these scales, the workmanship is far below standard with cast and malleable iron substituted where the best quality of steel is necessary. If steel is used, it is of a poor quality and either poorly tempered or not tempered at all and parts that should be forgings inlaid with finely tempered steel are made of cast or malleable iron, thereby causing a premature wearing or cutting of the parts. This destroys the sensitiveness of the scale and makes it difficult to determine its accuracy, for the reason that any variation would not be perceptible without an unreasonable number of weights, and even then it would be extremely hard to determine the amount the scale might be out of adjustment.

Then, again, the loops or clevises are not provided with guards, which are essential to the free action of a scale in reducing friction and often the entire side of a loop is found binding against a lever. The saving of material in construction, too, is a great detriment, as it weakens the scale so that permanent alignment is not assured. Accuracy is sacrificed to cheapen the price and the scale, generally, is built so that its principal product is trouble rather than correct weights.

To the average observer, these scales appear much the same as a first class product, nor is there a scale expert who can overcome their defects. The best he can possibly do is to make adjustments and this, if done daily, would only insure temporary accuracy. Such cheap imitations of machinery upon which so much depends can only lead to contention and ill-feeling. No guarantee can make a poor watch keep correct time nor a sloppy scale deal out just weights.

Then, again, many scales are installed that apparently have never been sealed; at least the fact that new scales are frequently found considerably out of seal, would indicate that such was the case. Nor is sufficient care used in the sealing of the beams, for while it is important that the notches in all beams be correctly sealed, it is far more so in compound notched beams, where the graduation is so much greater. In these beams each and every notch must be accurately sealed, for there is danger that at some time the scale will be adjusted to a false notch if there is one, which might prove to be a serious matter. To illustrate the carelessness that is sometimes very apparent in the manufacture of scales, I know of three scales the beams of which are incorrectly marked; one reading "800" pounds in two places,

the figures "900" being omitted; while on the other two the "1800" is omitted and the figures "1600" are duplicated.

No scale, regardless of what make, or by whom installed, should be accepted or used until it is tested, the test to be made after the scale is set up ready for use. It is a common occurrence for shippers, elevator builders and even scale manufacturers, to install scales without proving their accuracy by testing. In fact, manufacturers often contend that the sealing of scales in the shop is sufficient to insure their correctness after installation. My experience, however, has proven this theory to be incorrect.

When installing a scale the purchaser should see that it carries the name of the manufacturer. As stated above, it is often customary for distributing houses and dealers to place their names on scales they handle instead of the names of the manufacturers. Purchasers of scales should insist that the scales they buy bear the name of the manufacturer, so that they can know there is the responsibility back of them which can only come from those who intend to continue in the scale business. The supply houses and jobbers can drop any line of goods that are unsatisfactory without serious damage to themselves, while scale makers cannot afford to put out rotten goods under their own names if they hope to continue in business.

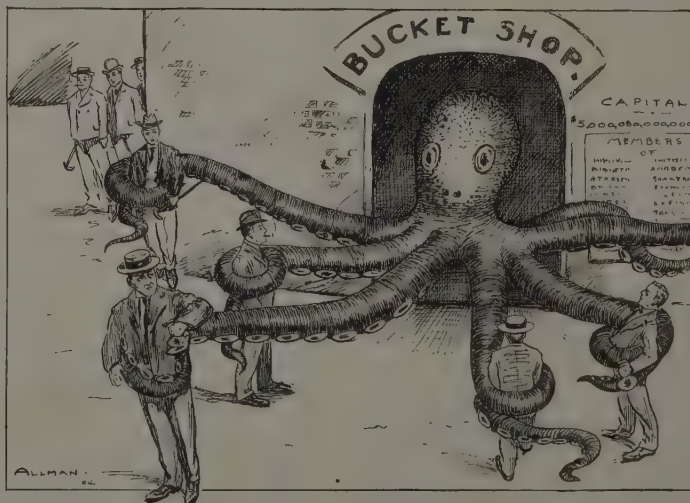
Scale dealers and elevator builders should advise against installing scales where conditions do not assure permanent accuracy. For instance, on timbers or foundations which are not sufficiently strong and rigid. A mud plank foundation is cheap in construction and costly in results. They should also refuse to install a scale where it would be inaccessible to tests and impossible to test properly. When installing a scale, the convenience of the beam to the weighman should be a secondary consideration. Long extensions should be eliminated. The practice of locating a beam at a distance from the hopper or platform is a bad one, as the additional levers necessary add to the already large number of bearings, thereby greatly increasing the chance for error and detracting from the sensibility of the scale.

A large percentage of the men who build and adjust scales are incompetent

and the many carpenters and millwrights who attempt this work are daily adding to the troubles of the grain men. With them it is a common mistake to jack up scales before testing and to make adjustments without finding the cause of the trouble, which is a real, physical, and wrong condition or position of the foundations, levers or bearings and promptly recognizable as wrong when once located. This is a bad practice, as the scale will soon settle back to its old position and the trouble, which has been temporarily remedied by jacking up or adjusting, will soon crop out again, leaving the scale in as bad, if not a worse, condition than before. In this way incompetents throw away the very opportunities which skillful scalemen eagerly seize upon. Bear in mind that when a scale is weighing incorrectly, the cause must be located and remedied before attempting any adjustment of the levers.

The manufacture, sale and installation of cheap and loose-jointed scales by careless and incompetent men has led to a carelessness in the use of test weights which is amazing. The number of parts, and likewise the chances for error in handling a complex scale, are both large. It is evidently the part of wisdom, then, to eliminate one chance of error in testing such a scale and to this end test weights are used which are prepared and sealed up to the exact 50-pound standard, with the utmost care. In testing with such weights, therefore, the careful scaleman has one thing to depend upon. He can take it for granted that his test weights are right. He does not have to prove his test weights by his scale and then prove his scale by his test weights. Test weights, therefore, are not mere blocks of iron and should not be exposed to the elements or rough usage and should be sealed at least once a year. We seal ours four or more times a year. There are test weights used in the adjusting of scales, owned by men who have no idea of the date of the last resealing.

In closing my remarks I think it well to emphasize the use and abuse of test weights by quoting from letters selected from a number in my possession, from the various scale companies, which illustrate some of the bad commercial methods employed by them. These letters



The Gullible Public Seems Never to Tire of Playing with this Blood-Sucking Imposter.

are from every leading scale company and are in answer to inquiries from shippers as to the price of a 50-pound test weight for testing their wagon scales and how to use same.

Before going any further, I want to say that one 50-pound test weight is absolutely of no value in proving the accuracy of or testing a wagon scale, either with or without a load, and scale companies and supply houses should so inform their patrons, instead of leading them to believe that a 50-pound weight is sufficient by quoting them a price. Four ton scales should be tested with not less than 1,000 pounds of weights, while on track and large hopper scales at least 4,000 pounds should be used.

The first letter, which is from one of the most active scale companies in the country, reads as follows:

"Dear Sir:

Your favor of the 2d inst. has been received and we note that you require one 50-pound U. S. Standard Test Weight with which to test your wagon scale. We beg to advise you that we will furnish you with this weight for \$2.25. Should you decide to order same from us, kindly remit with the order and we will have the weight forwarded to you at once.

Hoping to be favored, awaiting your reply, we are,

Yours truly"

Another prominent scale company writes:

"Dear Sir:

We are in receipt of your favor of the 22d and note that you are desirous of testing your scale and for that reason wish a test weight. For your information will state that test weights are made up from the United States Standard in 50 pounds each, for which we charge, F. O. B. factory, \$2.50 each for each 50-pound test weight. We believe, however, that the same end can be accomplished by using a rock or iron of that weight or even heavier, which you can weigh on a small portable scale you know is correct. It is, of course, immaterial whether this rock or iron will weigh 50, 60, 68 or 100 pounds, or even more, so long as it is some article whose weight will not vary by a little handling. After getting the exact weight place it on each of the four corners of your scale, then on the center. If you find that it agrees with your weight, then put a wagon on your scale—weigh it and again add the weight you are testing with. If your scale still shows the correct weight by adding your weight, after weighing the wagon, your scale is correct up to that capacity, and in case you are still in doubt haul a loaded wagon on your scale and again add the test weight. If the increased weight again shows the correct addition you may conclude that your scale is correct."

One of our Chicago mail order houses advertises in its catalogue as follows:

"A 50-pound test weight sealed by an authorized sealer of weights which can be used to test any scale. On cars at Chicago \$2.30."

Another house of the same sort closed its letter by saying:

"Hoping that this weight will meet with your requirements, and hoping to be favored with your order which will have our best attention, we are,

Yours truly."

As further evidence of misrepresentation on the part of the scale people, I quote you from a letter received from a grain dealer regarding his scales:

"We have an additional way of proving their accuracy. We weigh the load, and then a man gets into the car and if we are able to weigh the man accurately that indicates that the load was weighed accurately. When the car is empty, that is again weighed and then the man is weighed. This is done with every car that we unload, and the Scale Makers tell us that there is no better proof of accuracy than this."

In view of what the scale makers and dealers really know of the necessary methods of making tests and the absolute need of using large amounts of accurate

weights, such letters are misleading in intent and serious in effect. From using such minimum weights down through suggestions to try a rock or a man as a test, it is but a short stop to "Guess at weights." Furthermore, inaccuracies and guesses are 90 per cent of them in favor of the man who owns and operates the



W. E. Shelden, Jackson, Mich.

guessing machine. Inaccurate scales, if they do not lead to dishonesty, certainly lead to misunderstanding and trouble, which scale makers and dealers should, of all people, work to eliminate.

W. E. Shelden.

W. E. Shelden, of Jackson, Mich., who was recently made a director of the Grain Dealers National Assn. from the Wolverine state, is also chairman of the Arbitration Committee of the Michigan Grain Dealers Assn.

He has been connected with the grain business for fifteen years, having first engaged as bookkeeper with the firm of Waldron & Walker, of Jackson, in '89. After the dissolution of this firm he became identified with the Stockbridge Elevator Co., of which he is now Secretary, and has charge of the grain department, operating twenty elevators in Michigan and doing a general track-buying business throughout the state.

A Minneapolis mill has become infested by a moth whose webs choke the spouts.

Seeds

Clover seed prices are the highest in years.

New Zealand is an important producer of grass seed.

New Washington, O.—John Siefert says clover seed will be a short crop.—H. D.

Pioneer, O.—Marion Bigby says there will be no clover seed and alsike will be a light yield.—H. D.

The September report of the Dept. of Agriculture will estimate the acreage of clover sown for seed.

The Michigan crop report, issued Aug. 10, by Fred M. Warner, gives the condition of clover as 68 per cent.

The claim of Habrich, Braun & Co. that canary seed is free of duty as grass seed, has been overruled by the board of general appraisers of the treasury dept.

E. W. V. Kuehn, on the clover seed outlook, stated that you can say \$8 a bu., yes \$9 will be the price of clover seed if there is any truth in the reported poor prospects in foreign countries.—H. D.

A. Gassaway, secy. of the Toledo Produce Exchange, states that clover seed promises to be A1. Samples thus far show a fine quality. Some are off grade, but in the main all show a fine crop.—H. D.

The condition of clover in Kentucky on Aug. 1 is reported by Hubert Vreeland, commissioner of agriculture, to have been 83 per cent. Grasses are up to the standard, except in the localities where they have been affected by drouth.

John R. Sage, director of the Iowa weather and crop service, says: "Last winter was especially severe on the clover plant, and that will materially lessen the seed output this season. The Mississippi River counties, Clinton, Scott, Muscatine, Des Moines and Lee, generally harvest more clover seed than most of the interior counties, but the acreage has been very light at the best.

Red top is at home in almost every situation. With alsike and timothy it makes excellent hay or pasture on low lands which are inclined to be wet. It should be sown with timothy wherever pasturing is intended to follow hay cutting. It enters largely into lawn mixtures. The plant varies slightly in different localities, but the supply of seed comes from the western states.—Whitney-Eckstein Seed Co.

The clover seed crop will be short. How short is still an open question. It is late. Some think it will be weedy. European crop is generally later than ours. Germany has fretted and taken some on this side recently, partly to cover shorts. Stocks of seed are small. Prices are above an average, but have advanced this week under lighter offerings. Bears timid. Prices frequently start in around the lowest. Seven-dollar seed has been common in late years with less than average crops.—C. A. King & Co.

Our exports of seeds during the 12 months prior to July 1 included 6,440,618 pounds of clover seed, 758,379 bus. of flaxseed, 12,672,676 pounds of timothy seed, and other grass seed valued at \$229,649, compared with 15,522,527 pounds of clover seed, 4,128,130 bus. of flaxseed,

18,289,917 pounds of timothy seed, and other grass seeds valued at \$581,773, during the corresponding months of 1902-3.

Black Rust.

The damage done to the wheat crop of the Northwest is surely very great, but honest observers who have made many careful investigations, refuse to attempt to give any estimate in bushels or per cent of the effect upon the crop. That it has done greater damage than ever before investigators have no reason to doubt.

M. A. Carleton, Cerealist of the Bureau of Plant Industry, U. S. Dept. of Agri., calls our attention to the fact that the disease attacking the wheat of the Northwest is Black Stem Rust of Wheat known as *Puccinia graminis* not septoria:

Mr. Carleton writes as follows:

"Now that the rust is so bad throughout the Northwest (which I could have predicted several weeks ago), it is a matter of much regret to know that there is no preventive of this fungus yet known. It is always the black stem rust that does the real damage. The common orange leaf rust, which occurs every year to considerable extent, seldom if ever does any damage, but occasionally it is possible that it really increases the value in yield of the grain. The disease of wheat caused by Septoria, referred to at length in your article mentioned, is really of little importance in the damage it causes to wheat. It occurs almost every year, but is most common in the Eastern States and injures the leaves only, and that not to any marked degree."

Bulletin 16 of the Dept. of Vegetable Physiology and Pathology, is a Physiological Investigation of the Cereal Rusts of

the U. S., by Mark Alfred Carleton, who has gone into the subject probably more carefully than any one. In Fig. 1, taken from this Bulletin, are shown damaging effects of this rust to Kentucky winter wheat. In that state such effects seem to be of common occurrence.

In Bulletin 16 it is stated that not much information is at hand concerning rust in Minnesota, but it is known that in certain years both wheat and oats are greatly injured. Fyffes and Blue Stem are the only standard varieties of wheat, generally known. It is also stated that wheat does not seem to be commonly damaged in North Dakota, altho wheat rust is always present and sometimes abundant. Fyffe and Blue Stem are almost the only varieties of wheat known to the majority of the farmers.

Under South Dakota the Bulletin states that in this state, as in North Dakota, it is, as a rule, too dry, cool and breezy for rusts to do much damage, but nevertheless they are occasionally quite injurious in places. The leaf rust is the species most common, the Blue Stem and Fyffes are the varieties of wheat generally known. Naturally, rust is the most abundant in the southeastern counties.

In Fig. 2 are shown Yx and Theiss wheats rusted with black stem rust at Manhattan, Kan., in '97.

Prof. H. L. Bolley, of the North Dakota Agricultural College, recently presented a very interesting paper at the millers' meeting in that state on this subject of rust, to which he has given long and careful study. From his paper we take the following:

Cause—Rust on grain is caused by a distinct plant parasite. The parasitic plant which causes rust is microscopic in size, and grows from spores, small, seed-like structures. It is these which form the pustules or rust spots, red, brown or black, seen en masse, on the leaves, sheaths and stems of the grain. There are two distinct species of rust which attack wheat, both of which produce first red spores, which make the red spots, and later on produce the black spores, which turn those spots a black color. There is thus no such thing as red rust and black rust, but rather the black rust is only an advanced stage of the red which precedes.

Method of Rust Attack and Rust Growth.—Red rust spores form first in countless numbers, and blow about in the slightest breeze. If one falls upon a wheat leaf or lodges against a rough place on a wheat stalk, it remains in a resting condition until a light rain or slight dew furnishes a film of moisture upon the wheat, when it germinates at once, sending out a small thread or filament. The filament bores its way into the stem or leaf. The time necessary is but an hour or two. Thousands of such spores may often be counted in an ordinary dew drop, having fallen there from the air as dust from other affected plants. It takes from nine to thirteen days for the rust to break out as a spot or pustule after the germination of the infecting spore. One can tell whether the wheat plant is infected or not seven or eight days before the real rust, the red powder, which is made up of spores, breaks through the surface of the plant. By examining the green straws or leaves closely there may be seen slight translucent or lemon yellow spots, over much of the surface. Each such spot represents a point of infection where a rust spore has germinated and the filament has gone in. These spots may best be observed by holding the infected leaf or split piece of the green stem between the eye and the light.

Conditions Favorable to Rust Growth and Destruction of the Crop.—As rust is due to the growth of a plant upon and within the tissues of the wheat straw, naturally it must have its own peculiar conditions of growth satisfied. There must

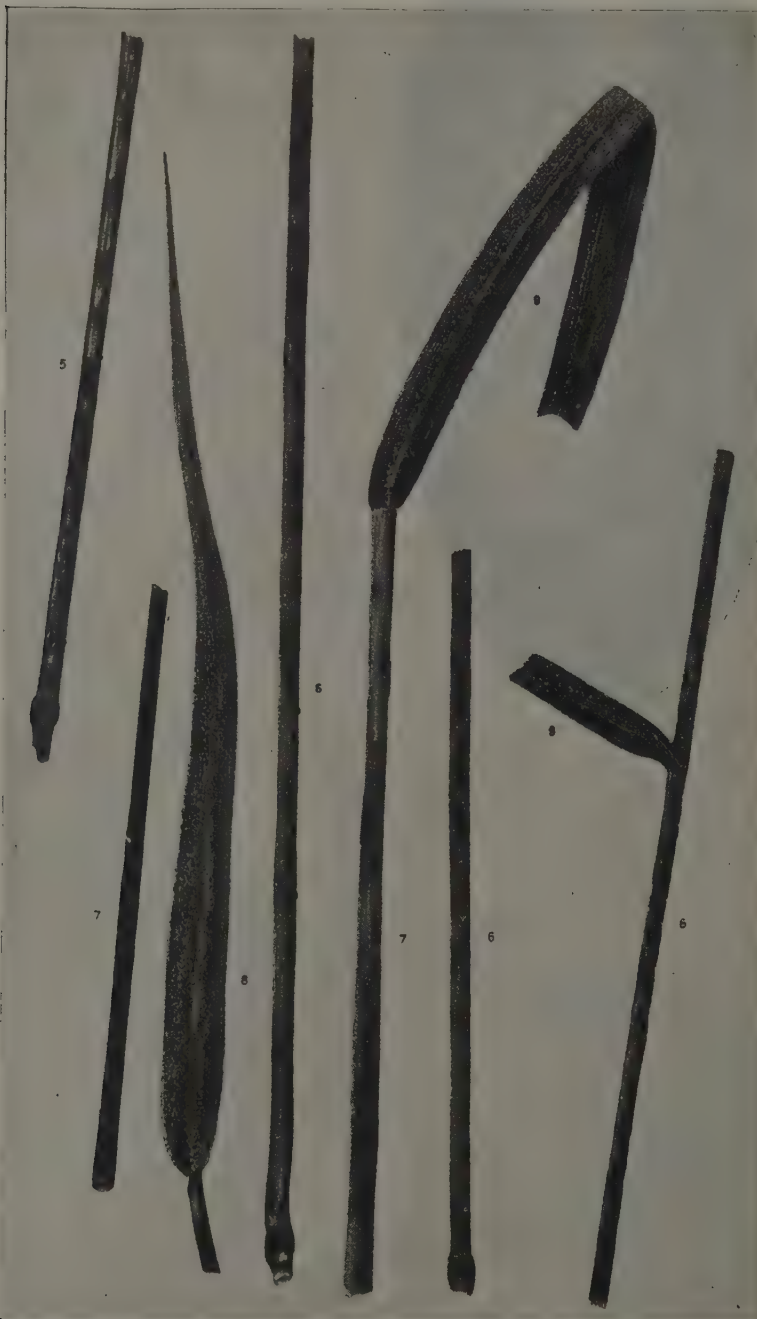


Fig. 2.—Yx and Theiss Wheats Rusted in 1897.

be the young germinating spores, proper moisture, proper temperature, and the right sort of food matter, or there will be no outbreak of rust. These conditions may be called the primary conditions, which are necessary for the development of rust. There are many secondary ones which favor rust development. I have studied these conditions some every year since 1887, and this year especially. Through the kindness of the Great Northern Railway officials, I have been able to drop off in any field desired adjacent to any line of the road. I have made many examinations in more than one-half of the counties of the state, and have paid special attention to all such features as by observation seemed to directly influence the early development of rust or allow it specially to destroy the grain.

So many elements of soil, water and plant growth enter the question that it is confusing to attempt to explain all of the noticeable conditions which help to account for general rust destruction. One cannot make general assertions which are fully applicable to a great area like the state of North Dakota. We can, however, summarize a few of the most obvious conditions which influence rust development: (1) The straw of the crop must be susceptible to rust infection, that is to say must be soft or succulent at the time the rust spores alight upon it. To explain, some varieties of wheat straw are soft, more succulent, more open to attack than others. All varieties are more or less susceptible at some particular stage of growth or maturity. Each variety is more open to attack by rust just at the period following heading time to the point of the full blossom stage. If this period of growth is prolonged by any soil or weather conditions there is liability of extensive rust infection. (2) The wind must be such as to bring to the heading crop a good supply of rust spores. So far as North Dakota is concerned the chief source of rust spores lies to the southeastward, thus the southeast winds are the chief carriers of rust spores, and these spores generally come from field to field, though there may be nothing regular about the order of infection. Great areas of wheat may miss destructive infection because of special conditions. The falling of spores and hence the local infection of a given area may depend largely upon the occurrence of local rains or showers or windstorms. As storms strike the earth, rebound and return to the earth at other points, they pick up and irregularly distribute spores from which early outbreaks may occur in widely separated areas. Each new local infection serves as a center for the later general infections. (3) The elements of moisture and temperature are most confusing. These must be right during the blossom and milk stage or there can be no general rust infection or great destruction following. Each of these conditions may be quite variable during the season, indeed must vary widely during the period of development mentioned. The most effective rust infection weather may be described as muggy, showery, sultry, rather still hot days with foggy, cool, dewy nights, at about the blossom period. Just following the infection, cool, moist, slow growing, showery weather may result in the most general rust infection, and in the greatest breaking out or rupturing of the straw. Then the greatest destruction of such a crop will follow if hot, drying days prevail just following the outbreak. Dry, clear, windy weather following the milk stage

will tend to hasten maturity and harden the straws. Such weather thus lessens the possibility of great rust development on the inside of the straws. Any feature of soil or climate which gives the crop rapid maturing conditions tends to save it from rust destruction. If an abundant crop of black spores appear on the straws or the heads before maturity, one may know that there will be very poorly filled grain and great destruction, in some cases even complete destruction of the crop. The cause of this destruction is based on the fact that the internal development of the

maturity of a heavy crop of straw and heads develop in early season. Many people are trying to raise wheat upon a soil which is too light to complete the development of the spring growth. When a rust year comes on this crop is sure to be destroyed. The soil is unable to push it to maturity against the rust attack. (5) On good loamy soils in various parts of the state, in which too much stubble, weeds and rubbish have been turned under. This unrotted stuff breaks the continuity of the soil, cutting off the regular supply of moisture from below the furrow



Fig. 1.—Healthy and shriveled grains of Jones-Winter-Fife harvested the same season in different parts of Kentucky.

parasite had been extensive, and plant foods which should have matured the wheat straw and head have been used up by the parasite. The straws have also been perforated or ruptured, so that moisture escapes very rapidly, and they weaken and crinkle over.

Local Conditions Favoring Rust Infections, Development and Damage.—Aside from the three general points just mentioned many local conditions influence the vigor of rust attack. These cannot be stated so definitely. They vary with the influence of the greater factors. The most important of these local features are soil fertility, soil texture, mechanical condition of the soil, and drainage conditions.

One cannot make a general assertion covering these features or even any particular one which will hold true for all of the different soil areas of the state. Thus, in one type of soil, low lying areas in the fields will show the first and most destructive development of the rust. In another the highest and driest lying areas are found to be first and hardest hit. The general observation which seems applicable to all regions of the state may be stated as follows: Any condition of the soil, whether of mechanical, physical or chemical nature, which weakens the straw or retards its natural development just following heading time, will be found to increase rust infection and the consequent destruction of the yield and the grade. I have observed the following features under which the rust first becomes active and destructive: (1) Rust strikes early and excessively upon high manured spots. Barn-yard manures and animal droppings in excess on any land throughout the state. (2) In poorly drained spots of heavy, clayey lands of the valley. (3) On gumbo and alkaline spots not sufficiently loosened or pulverized, found in many of the lighter land areas of the state outside of the valley. (4) On light, sandy lands which are too deficient in fertility to complete the

slice. (6) On fields of very good texture and fine fertility which have been overworked, either as a cultivated crop or too thoroughly summer fallowed, thus putting the soluble plant foods in too available condition, giving an excess similar to that furnished by too heavy manuring with barnyard manures. For example, an excess of nitrogen makes soft, weak, succulent straw and retards the power of maturing seed, but furthers the growth of rust. (7) On any type of soil, if not properly compacted, that is, where left exposed to atmosphere, there being no proper soil continuity from below upward, etc.

The experiments at this station teach us that in the near future we shall be able to procure strains of seed grain which, if kept pure, will be so strongly resistant to the attacks of rust that the damage therefrom will be greatly lessened. A bulletin is being written to call the attention of the farmer to the point that proper seed selection and care of the same, and proper soil cultivation and drainage of the same, will in a large way overcome this most destructive of all plant diseases and farm troubles.

What's the matter with Liverpool?

Seed receipts at Chicago for the week ending Aug. 20 were 380,100 pounds of timothy seed, 1,200 pounds clover seed, 39,840 pounds other grass seed, and 10,500 bus. of flaxseed; compared with 761,000 pounds timothy seed, 37,250 pounds clover seed, 30,000 pounds other grass seed and 12,450 bus. of flaxseed, for the corresponding week a year ago. Shipments for the week have been 250,862 pounds timothy seed, 2,940 pounds clover seed, 800,446 pounds other grass seed and 51,500 bus. of flaxseed; compared with shipments of 1,181,685 pounds timothy seed, 2,050 pounds clover seed, 35,770 pounds other grass seed and 9,330 bus. flaxseed for the corresponding week of last year.

Can Still Pull Through.

Corn ain't what it should be, wheat's a little thin;
Oats are kind o' rusty; hay crop don't be-
gin
To be as good as last year's—'taters bully,
though.
You can almost nearly seem to see 'em
grow!
Most things might be better, might be
much worse, too—
Ain't no use o' grumblin', we can still
pull through.

Next year's still a-comin'—may beat all
the rest—
Wheat may bring good prices, corn may
be the best
That was ever yielded. What's the use to
fret
When, as sure as shootin', good luck's
comin' yet?
Gosh! Ain't that breeze bracin'? Buck-
wheat looks well, too—
Giddap, Jim, old feller; we can still pull
through.

—Chicago Record-Herald.

Crop Reports

Magnolia, Ill., Aug. 22.—Oats are making
about 38 bus. of an average.—E. A. Mat-
this, Mgr.

Makanda, Ill., Aug. 20.—Acreage and
yield is short and not one-half the crop
this season.—W. J. Etherlin.

Langham, Ill., Aug. 13.—Ground very dry
for corn. Oats are about ½ threshed, are
fine and go about 45 bus. per acre.—A. B.
Caldwell & Son.

Ladd, Ill., Aug. 13.—Oats about all
threshed; quality good, yield from 35 to
60 bus. Corn one week late, otherwise in
first-class condition.—Wm. Hatten, agt.,
United Grain Co.

Decatur, Ill., Aug. 16.—Corn looks fine
through this section, roasting ears in plen-
ty. Oats about all harvested, barring a
few around Farmersville, where dealers
say they have just begun.—E. J. Foord.

Oakwood, Ill., Aug. 16.—It is too dry for
corn and will only be one-half crop now
if it would rain. Threshing nearly all
done. Oats making from 25 to 45 bus. to
the acre but a good quality, more oats on
the move to the eltr. from the machine
than ever; good prices brought them in.
Pastures are drying up and if it don't
rain soon farmers will have to feed their
stock.—C. S. Trimble, agt.

Linton, Ind., Aug. 22.—Wheat very poor
and not enough to cut any figure. We are
shipping in all our wheat.—Linton Mill-
ing Co.

Oxford, Ind., Aug. 16.—Oats are being
delivered freely and are of a good quality
and yield. Drouth is affecting corn and
if it continues will lighten the crop con-
siderably.—V. L. Anderson.

Manson, Ind., Aug. 23.—Oats threshing
about done, a good crop and fine quality;
75 per cent already sold. Don't look like
there wud be 50 per cent of a corn crop,
the wind last week leveled it to the
ground.—J. H. Stewart.

Kirkpatrick, Ind., Aug. 20.—Oats yield
about 35 to 40 bus. per acre and in good
condition. Corn is fired badly on account
of dry weather, had a rain, but corn is
down bad; hasn't any roots, hurt about
40 per cent. Very little wheat most grad-
ing Nos. 3 and 4.—Bennett Taylor.

Knightstown, Ind., Aug. 20.—About the
usual acreage but one of the worst crops
of wheat I have seen in thirty years, hun-
dreds of acres not cut, prospects for fall
seeding very bad. Corn flat and down.
looks like more than ½ crop. Millers are
shipping wheat to grind.—W. C. Welbone.

Kingsbury, Ind., Aug. 20.—Wheat acreage
50 per cent yield, 10 per cent poor quality,
not enough raised for seed. Oats 150 per
cent, fair yield, extra quality, not crowd-
ing the oats in market, being stored. Corn
100 per cent, considerable damage from
drouth, broken by rain Aug. 19, look for 50
per cent of crop and good quality, barring
frost next thirty days; old corn nil.—N. P.
White & Co.

Corwith, Ia., Aug. 17.—We have a good
crop of oats this year, and if warm

weather continues we will have a big crop
of corn. Threshing is going on fast.—Geo.
S. Black.

Miles, Ia., Aug. 18.—Grain all threshed
in this locality, need more rain for grass
and corn. Oats average from 40 to 50 bus.
per acre, barley 20 to 30, and rye 25 bus.—
F. Struve.

Dayton, Ia., Aug. 20.—Oats are yielding
about 35 bus. testing 24 to 30 pounds; not
quite as many acres as common. Corn is
filling out slowly. The little wheat here
is yielding 10 to 20 bus., fairly good, testing
48 to 54 pounds.—C. C. Crawford, agt. Iowa
& Minnesota Cereal Co.

Cushing, Ia., Aug. 20.—Oats is very good;
about 40 bus. per acre, good quality and
weight, acreage about the same as last
year. Barley is fine about 35 bus. per acre,
a little stained but good weight, acreage
about same as last year. Wheat is almost
a failure on account of black rust, there
isn't any milling wheat in this part of the
country. Corn is fine and if the frost holds
off we will have a bumper crop. Corn is
about two weeks late; the acreage is larger
than usual.—W. H. Dunkelberg, Mgr.

Carpenter, Ia., Aug. 18.—Threshing of oats
has begun and farmers find the quality
but not the quantity they expected; as
near as I can estimate the average yield
will be about 40 bus. per acre. I have
looked thru the corn fields in this terri-
tory and find that there will be scarcely
any corn at all unless frost holds off an-
other six weeks; in some fields I found
good roasting ears where in others the
kernels were only in the blister; in fact,
I was thru two fields and couldn't find
an ear set on the stalks. Most of the
ears have very thick husks on, the thick-
est I ever saw.—A. B. Loomer, agt., Hunt-
ting Eltr. Co.

Caney, Kan., Aug. 21.—Wheat and oats
were promising until the rains set in. Not
enuf of either left for seed. Will have
about ½ of a corn crop.—J. A. Roth.

Burns, Kan., Aug. 18.—Dry weather has
prevailed and some have gotten very un-
easy because of corn, but last night the
dry weather was broken with a heavy
downpour, which puts many fields of corn
out of any danger and the corn crop in
general promises now to be the best in
years.—J. C. Lilley & Co.

Bridgeport, Kan., Aug. 18.—Grain in this
section from shock threshing is testing an
average of 50 to 55. Shock threshing is
just commencing, it is expected to be much
better as the poorer fields and bottom land
grain was nearly all threshed from shock;
yield runs from 15 to 30 bus. per acre, will
average about 18 bus.—C. W. Wilson, agt.

Bushton, Kan., Aug. 22.—Rice county has
an acreage of about 140,000 acres of wheat;
the yield is estimated at 2,360,000 bus., but
this yield is entirely too high; we estimate
it at about 1,750,000.—J. G. Lynch, Mgr.

Caldwell, Kan., Aug. 22.—The acreage of
wheat in this county was about the same
as recent years, about 5 to 10 per cent
of it was not cut on account of heavy
rains; the yield is from 10 to 15 bus. per
acre, nearly all of which will grade No. 3,
as it was damaged in the shock. Farmers
have sold a larger proportion than com-
mon. The greater part of the crop has
been threshed from the shock.—C. M.
Johnston.

Frankfort, Ky.—Wheat threshing was de-
layed in some counties by frequent show-
ers, but the threshing is now about over.
The yield has surpassed the expectations of
the farmers. The acreage was considerably
below an average, and the straw thin on
the land, but it headed well, and the heads
filled with a most excellent quality. The
yield per acre will be a full average for
the state. The quality is possibly the best
for several years. The corn crop is about
two weeks later than usual, but with one
or two general rains at the right time, it
promises to be a bumper crop for the
state. The oat crop is now harvested and
is below an average. The dry weather in
June caused it to head low, and made it
difficult to save satisfactorily. The grain
is good, barley and rye are a little below
an average. The prospect for a full crop
of hemp is good. The tobacco crop is dis-
appointing. The acreage is much smaller
than usual especially in the western part
of the state. A great deal of the crop is
late and the growth bad. Very few coun-
ties report the conditions above eighty-five,
while a great many report it much below.
—Hubert Vreeland, Kentucky Commission-
er of Agriculture.

Winnipeg, Man., Aug. 16.—Since Aug. 5
we have had most beautiful and favorable
weather so that we could possibly have for
ripening our crops. There is a movement
on foot here to assist the American peo-
ple in bulling wheat and a number of our
small dealers have taken hurried trips

thru the country, and sent very bullish
telegrams to Chicago, stating that they
found rust and damage from it. I have
been thru the country a little since Aug.
5, and I have had communications from
over a hundred different points, and in only
two instances is there any damage re-
ported from rust, and in those cases the
damage so little that they really didn't
know whether the grain was damaged or
not. There is no question that we have
the ordinary amount of red rust, that we
have every year in this country in the
late grain, but I am firmly convinced that
we will have no particular damage from
rust.—F. O. Fowler, sec'y Northwest Grain
Dealers Assn.

Lafayette, Minn., Aug. 19.—The outlook
up to harvest was for a bumper crop, but
the return from the machine is only about
one-half the expectation; the average yield
will be about 12 bus. in this neighborhood.
—P. A. Retrum, secy.

Lake City, Minn., Aug. 19.—Barley is go-
ing from 25 to 30 bus. per acre. Wheat
16 to 20, oats 30 to 40. Our barley crop is
in good condition, yet goes from a No. 3
to a fair No. 3 barley.—R. E. Jones.

Lake Benton, Minn., Aug. 20.—At least
four-fifths of the grain either in the shock
or stack. The acreage sown to wheat this
year was greater than for some years past
but on account of rust an estimate of the
probable yield is hard to make; it is quite
safe, however, to say that the damage
done to wheat in this locality will be fully
50 per cent and the quality of the greater
part of it will be low. Up to three weeks
ago the prospects were for a good crop
about the average. Oat crop is good and
will average 40 to 50 bus. per acre. Barley
crop is good in both yield and quality;
the yield will be 35 to 40 bus. Rye is
good, tho somewhat shrunken and grades
No. 3, such as comes to market. Flax
crop, of which a smaller acreage was sown
than for many years, is par excellence and
promises a yield of 12 to 20 bus. Corn is
very backward. One-fifth of the grain,
which was still standing, was totally de-
stroyed by a hail storm which passed over
the center of Lincoln county last night.—
C. C. Hatchard, agt., Bingham Bros.

Kansas City, Mo., Aug. 20.—E. M. Jolley,
manager of the local office of the J. Rosen-
baum Grain Co., has returned from a trip
over the Rock Island through Kansas and
Nebraska, and states that he thinks the
corn crop will be considerably larger than
it was last year.

East Prairie, Mo., Aug. 19.—Wheat all
in and a good yield and quality. Corn
looks fine. There will be a large acreage
of wheat sown this fall; wheat brought
good prices, 90 to 95 cts., corn is selling
in field at 40 cts.—E. D. Russell.

Kansas City, Mo., Aug. 20.—W. R. Hous-
ton, who has just returned from Junction
City, Kan., says that if corn in that sec-
tion of the state makes over half a crop
it will be a surprise to him.—P.

Wood River, Neb., Aug. 20.—Corn in this
district is looking better than any time
in the past six years.—G. W. Conrad.

Omaha, Neb., Aug. 10.—The report on the
condition of corn as issued by the Ne-
braska Grain Dealers Asso., showed the
corn crop to be but an average of eight
days late, taking the state as a whole, as
compared to a normal condition Aug. 1.—
E. C.

Smyma, Neb., Aug. 23.—Wheat went all
the way from 10 to 20 bus. per acre, qual-
ity fair. Oats from 25 to 50 bus., quality
good. Corn promising two-thirds of crop.
—J. C. Lindermann.

Wyoming, Neb.—Some of the grain deal-
ers in the poor wheat district of south-
eastern Nebraska have decided that the
only thing to do is to go into the chicken
business in order to get rid of the poor
wheat in that territory; but D. C. West at
Wyoming says even the chickens are too
wise to let the stuff be palmed off on them
as a pretense for a good meal. It certainly
is poor.

Lincoln, Neb.—C. T. Neal stopped lon-
enuf in Chicago recently to say that his
travels thru Nebraska convince him that
nothing except a frost could now inter-
fere with the state having as large a corn
crop as in 1896.

Omaha, Neb., Aug. 19.—During the week
ending Aug. 20 Nebraska has received
some much needed rain. The writer in
talking to grain men who had made a
trip from Fairbury down through the
southeastern part of the state, was in-
formed, prior to the recent rains, that
corn was beginning to fire in many places,
and even with plenty of rain it was doubt-
ful if half a crop would be raised. This
estimate, however, was considered by oth-
ers, entirely too low, and while all con-

cede that corn in that section has been very materially damaged, yet the rains have helped it out very much, and any way two-thirds of a crop will be raised. The dry, hot weather that prevailed for a week did not however affect the eastern part and that section north of the Platte. Corn could not be better than it is in the North Platte district at this time.—E. C.

New York, N. Y., Aug. 17.—The new crop of hay arriving meets with more attention but is not readily salable unless guaranteed sound.—Gilbert Plowman & Co.

Pingal, N. D., Aug. 22.—Grain is very poor. The damage by rust is 25 per cent; tho I think it will average 18 bus. per acre if the weather will permit.—Wm. Moo, agt., Atlantic Eltr. Co.

Galesburg, N. D., Aug. 22.—The conditions of crops around here are not very bright. Rust has damaged the wheat crop from 30 to 50 per cent. Barley, oats and flax are good. Harvest has just commenced.—M. J. Moe.

Enderlin, N. D., Aug. 18.—Crops are only fair in this locality and some places over the state isn't worth harvesting. All will be a poor grade of wheat.—T. C. Dye.

A. W. Boardman, of the East Side Iron Ele. Co., said: All the eles. in Toledo are busy handling the new crops, especially so in the case of oats. We certainly have the finest crop of oats that has been raised in this section for a number of years. The corn crop will turn out better than has been expected.—H. D.

A. Gassaway, secretary of the Toledo Produce Exchange, said: We have the finest crop of oats in this section we have had for the past fifteen years. Last week our receipts were nearly 900,000 bus. Clover seed promises to be 'A'. Every sample thus far shows a fine quality of seed. There are some off grades, to be sure, but in the main all sample exhibits show a fine crop.—H. D.

Pioneer, O.—Marion Bigby, of the Pioneer Ele. Co., says the oat crop in his section is only fair, wheat will average about 8 bus. to the acre, corn will fall far below the average crop and if rain does not soon come it will be less than a half crop.

Urbana, O., Aug. 20.—Wheat almost total failure, not enuf good wheat to seed the county. Acreage will be small next year on account of farmers being discouraged. Oats are the largest crop we ever raised; average about 50 bus. per acre, quality excellent. Corn would have been a bumper crop but for the drought, which will cut it 20 to 25 per cent. Low ground all right but high ground badly fired.—W. B. Woodward & Son.

John Siefert, New Washington, O., was on "Change" this week. He stated that oats in his section was a better crop than the average, the yield ranging from 50 to 55 bus. per acre, while some yields reached close to 70 bus. per acre. Wheat is showing averages anywhere from 10 to 25 bus. per acre. The quality is good and no car as yet has graded less than No. 2 red. The corn crop will be about 60 per cent of an average crop and there must be favorable weather to insure that. No rye of any consequence.—H. D.

Northville, S. D., Aug. 19.—Crops are some damaged by rust.—Jessen & Lange.

Scotland, S. D., Aug. 20.—Wheat acreage 15 per cent decrease, oats 10 per cent increase, corn 5 per cent increase, and barley 5 per cent increase. What crop, nearly same yield as last year, oats 20 per cent increase, corn same as last year if frost holds off until Sept. 15. Barley crop increase per acre 10 per cent. Timothy and clover increase 20 per cent, crops good.—J. H. Dickson.

San Marcos, Tex., Aug. 10.—There is some new corn coming to market but not much. Corn promises about 25 bus. yield per acre. Oats were short and light in weight. We think we will raise enough corn for ourselves but none to sell, and there won't be any oats to ship.—Lake & Griffin.

Dallas, Tex., Aug. 16.—We sent out one thousand letters of inquiry regarding the condition of the state's corn crop and the outlook. Ninety-five per cent of the replies confirm the general opinion that Texas will have the largest crop ever gathered. The boll weevil's devastation of the cotton fields greatly increased the corn acreage. New corn will commence to move before the month is out.—John J. Knight.

Dallas, Tex., Aug. 19.—Wheat is very short in Texas and a great quantity is being shipped into the state to the mills. Wheat at country points is commanding from \$1.05 to \$1.11, and even with these high prices a number of farmers are hold-

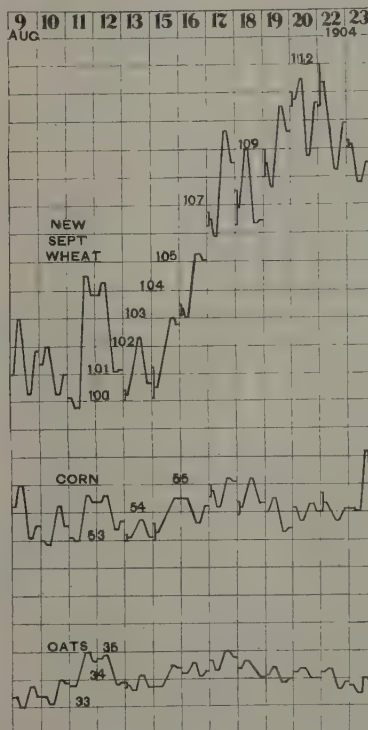
ing for further rises, and there still remains a great quantity of wheat in the country but it is moving very slowly. The corn crop has commenced to move and is commanding good prices, but the movement is very slow so far. The corn crop is the bumper crop of this state and the movement very shortly will be a heavy one. Reports received in Dallas on the rice crop in South Texas and Louisiana are to the effect that the movement of this grain has commenced in earnest and this crop will also be a record one.—J. S. W.

Madison, Wis., Aug. 15.—Weather conditions for the past month have been generally favorable to harvesting and securing the small grain crop of the season. Winter grain and barley were unusually free from any damaging influences, and made a good yield of grain of high quality. Spring wheat and oats, that at the time of our last report were very promising, were later more or less affected by rust, the loss being mainly confined to late fields. As a result, both of these crops have fallen off in estimated yield. Oats, last month estimated at 98 per cent, having now fallen to 88 per cent. The corn crop has not made the expected advance during the past month. The weather has been too cool, and in most parts of the state there has been an excess of rain, and a corresponding lack of sunshine. Our present report of prospective crop is 40 per cent against 85 per cent last month; and if the present figures are realized, the coming month must be more favorable than the past. Potatoes are almost universally reported as being very promising. We have no complaint of rot, and very little of blight. With an increased acreage, the crop promises to be large.—John M. True, secy. State Board of Agriculture.

The St. Louis speculator who threatens to quit trading on the Merchants Exchange because its administration refuses to compel shorts to settle at "corner" figures, should be able to find a market where the sellers do not default.

Chicago Prices

The opening, high, low and closing quotations on wheat, corn and oats for the September delivery at Chicago for two weeks prior to Aug. 24 are given on the chart herewith.



Screenings

A meeting of the executive committee of the Grain Dealers Nat'l Assn. will be held in the secy's office, Chicago, Sept. 5, for the purpose of appointing committees and perfecting plans for the Grain Dealers Nat'l Exposition to be held at the stock yards, Chicago, in December in connection with the annual live stock show.

Orders to buy or sell wheat options are good only during the day, and will not be executed by the broker on following days unless stated to be "open." Orders to stop loss at a certain figure are always considered open, unless canceled.

"What do you think of the political situation?" "I wish there was no such thing," said the grain shipper. "If so many people were not looking for political situations there would be more grain inspectors willing to stick to saloonkeeping."

The loss of weight by wheat in store is very small. In an elevator in Michigan 1,500 bus. of wheat stored immediately after threshing lost 30 bus. in 10 days. In another case a soft wheat known as White Clawson lost less than 1/2 of 1 per cent in 322 days.

Rice according to 2,368,918 pounds and rice products amounting to 26,742,874 pounds were exported during the 12 months prior to July 1; compared with 532,092 pounds of rice and 19,218,356 pounds of rice products exported during the corresponding months of 1902-3.

The "Nonex" is a device to prevent the explosion of gasoline tanks, recently brot out in London. The invention consists of a finely perforated tube, which permits the gas or liquid to escape from an overheated can, while preventing the flame from igniting the explosive mixture of air and vapor within.

The bulk of the damage reports being received from the northwest are being sent by a coterie of speculators who are making the most of an opportunity, and will probably get out and leave the dear public to hold the bag. I am a bull at heart, but prefer something on the order of the legitimate, and if there is one thing legitimate in the last 100 or 200 advance in wheat, I want some one to point it out to me. Believing the advance has extended too far, I cannot consistently advise purchases now, however high a price may be reached later on, or when it is known how much or how little wheat was raised this year. Let the other fellow buy at this price unless you are prepared to margin purchases 10c a bushel or more.—Edward G. Heeman, Aug. 20.

Receipts of Wheat and Corn at Primary Markets.

Corn receipts at primary markets for the present crop year prior to Aug. 25 have been 16,241,138 bus.; against 19,191,962 bus. for the corresponding period a year ago.

Receipts of winter and spring wheat at the leading primary markets since July 1 and prior to Aug. 25 have been 30,005,996 bus.; compared with 26,444,631 bus. for the corresponding period of the preceding year.

Phil. S. Reed.

Phil S. Reed, Secy. of the Way-Johnson-Lee Co., of Minneapolis, began his business career as a newspaper man but found commercial pursuits more to his liking, so when the Northwestern Iowa Grain Co. was organized at Mason City he was made its secretary. It had but one house at the beginning, but the company grew rapidly, changed its name to the present incorporation and now has thirty-six houses. Throughout all the stages of growth he has remained its efficient secretary.

Mr. Reed is also interested in the grain elevator business at Randolph, Minn., where the style of the firm is Reed & Hartz, and at Stanton, Minn., where the style of the firm is Reed & Swinton.

Minneapolis as a Barley Market.

By F. A. R.

We are again on the eve of a barley season and let us hope that it may be a remunerative one for all concerned. The eccentricity of the movement of the crop has become quite pronounced of late years. Most of the barley shipped from Iowa, Nebraska, South Dakota and Southern Minnesota which hitherto has been tributary to Milwaukee and Chicago is now shipped to Minneapolis and from there to Milwaukee and Chicago and other places.

By shipping to Minneapolis a shipper has the benefit of trying all the markets before selling his grain. Should the Minneapolis market be unfavorable, his commission house can forward the grain to Milwaukee and should that market prove unsatisfactory, his commission house in that place can forward the shipments to Chicago without additional expense between those two places.

The favorable geographical location of Minneapolis and its nine railroads have made it the largest barley market in the world. The receipts at Minneapolis in the last two years have been twice the receipts at Chicago or Milwaukee and several times greater than any other market. This condition may be due to the large number of wealthy dealers in Minneapolis who largely control the country business, and so are in position to exercise an influence as to rates, favorable to this market. That condition makes itself conspicuous every time the railroads attempt to discriminate against Minneapolis.

These are fortunate circumstances for the army of independent shippers in the west as it has proved that barley brings a higher price in Minneapolis than anywhere else. The sudden development of the Minneapolis barley market has caused Chicago and Milwaukee no end of worry, and houses there have sent their agents to Minneapolis time and again with instructions to ascertain where the barley goes to, what the Minneapolis merchants do with it, and what can be done. The trade has been contented with the liberal commission business which Minneapolis dealers sent them. It is true that Minneapolis used Milwaukee and Chicago to a large extent as outlets for its barley, but this was because the market was in its infancy, and owing to the absence of experienced men who understood the peculiarities of the barley business and the grading and mixing of barley.

Some months ago the Minneapolis newspapers published articles in relation

to the sudden prominence of the Minneapolis barley market, and it was astonishing to note how those articles were responded to by the Milwaukee papers. They scoffed at the idea, substantiating their arguments by setting up the immense brewing and malting industries in Milwaukee. As far as the vast brewing industries in Milwaukee are concerned, the same is of no account to the shipper in the west. None of the Milwaukee brewers use a bushel of barley raised west of the Mississippi river. They buy the choicest Wisconsin barley they can get and pay any price asked for it. Occasional seasons when there is a crop



Phil. S. Reed, Minneapolis, Minn.

failure in Wisconsin, they are driven into Minnesota for barley, but then they are very particular in their choice. So to the western shipper the Milwaukee brewers have never offered a market.

The local malting firms use mostly Wisconsin barley, and western barley only to a small extent, hence so far as the local consumption of western barley in Milwaukee is concerned, ten good stations can conveniently spare enough to satisfy all the requirements. There are some very large dealers in Milwaukee to whom the overrun which the maltsters cannot use is sold after their daily requirements have been supplied. It must be credited to those large barley merchants that Milwaukee has been an attractive barley market so far as the western shipper was interested. Of these merchants there are three, and their business is quite different from that of the country shipper. They mix barley together and turn it out in cargo lots all equal to certain type samples, already prepared for malting, a thing very difficult to do and which requires years of experience to accomplish.

It may be stated here that the eastern barley consumers are in the habit of buying their season's requirements in large round lots, by type samples already cleaned and prepared for steeping, and the barley is shipped them gradually. They like to contract with the Milwaukee merchants because their deliveries are always uniform, equal to sample and satisfactory. To make deliveries uniform is a science. The men who understand it have practiced it for years and have paid very dearly for the knowledge.

There are only seven commission firms in Milwaukee who handle cash grain and three merchants and the American Malting Co., commonly known as the malt trust, who purchase promiscuously of western barley in Milwaukee. The shrewdest buyer of these four concerns is the American Malting Co. and it has often been a big help to Milwaukee because it is in the market every day in the year. The merchants usually get what the buyer of the American Malting Co. does not want, and so the great west when consigning to Milwaukee can depend upon finding four buyers for their barley to draw bids from.

One thing that Milwaukee deserves credit for is the fair manner in which settlements are made and the consideration shown the country shippers. If barley is sold there to arrive by a certain contract sample and as is most always the case, the deliveries are not equal to sample, usually a very fair settlement can be arranged. It is an impossibility for the country shipper to deliver barley up to sample within the meaning as the buyers understand it. Milwaukee is almost always satisfied with discounts of half to 2 cents per bushel while some other points start with 3 cents, insist upon 8 and 10 cents discount, and often refuse to settle under any consideration, causing a most serious loss to the shipper. On account of this unreasonableness such markets have become very unpopular and are dreaded by country shippers.

The trade in Chicago is much broader and it usually is a very good market for spot arrivals. It is the practice there by large cash grain houses to turn their barley receipts over to barley brokers for disposition, but it is necessary finally to resort to the barley merchants if they are unable to sell the grain to maltsters.

Fully 60 per cent of the entire receipts of barley in both Chicago and Milwaukee markets are ex-Minneapolis grain, at least it has been so for the past two years. That was due to the fact that Minneapolis was taken completely by surprise by the immense barley receipts, which the trade was not prepared to handle. It is to be hoped that for the benefit of the country shipper, the merchants in Minneapolis will awake to the situation and engage the best talent money can secure. They need men who not alone thoroughly understand the grading and preparing of barley, but who are also familiar with the peculiarities of the business and are acquainted with the consuming trade and individual requirements.

In Minneapolis are about seventy-five cash grain houses who offer barley for sale every day and no less than thirty barley buyers. The magnitude of the business transacted may be seen in the large stocks which the dealers always carry in the elevators. Last season the stocks rarely fell under 1,500,000 bushels. The market opens at 9:30 in the morning and at 11 o'clock the dealers are already offering out their purchases to the eastern buyers, while the markets in Milwaukee and Chicago never open until after 11 o'clock.

In former years the barley prices of the world were fixed in Milwaukee and Chicago, while now the course of the market is shaped in Minneapolis. About 75 per cent of the entire barley crop finds its way into the east, more in particular New York and Pennsylvania and those outlets are open to Minneapolis just the

same as to Milwaukee and Chicago. As soon as the Minneapolis merchants employ experienced barley men, they will supply the consuming eastern trade direct, instead thru Milwaukee and Chicago as heretofore. The rate from Minneapolis to Chicago rate lake ports is $7\frac{1}{2}$ cents per hundred, but only 5 cents to Duluth, and often the transit rate is only $3\frac{1}{2}$ cents. From that port the rate to the east is just as cheap as from Milwaukee and Chicago, so it may be seen that Minneapolis can reach the trade in the east much cheaper via Duluth than via Milwaukee, and that condition reflects itself upon prices in Minneapolis and the territory which is now disputable between Minneapolis and Chicago and Milwaukee. The rate from Minneapolis to Milwaukee and Chicago is 3.60 per bushel of 48 lbs. The rate to Buffalo via lake and rail is only $3\frac{1}{2}$ cents per bushel. It fluctuates between that and 4 cents. I know of an engagement of 100,000 bu. barley to Buffalo which was made at $3\frac{1}{2}$ cents and the barley is being loaded to-day to go via the Soo line.

Besides the east, the rates are very low to the southern markets which are very attractive and profitable outlets for Minneapolis barley. Rate to St. Louis is only 10 cents per hundred, to Louisville and the great distilling district only 14 cents, to the greatest distilling headquarters in the world, Peoria, only $7\frac{1}{2}$ cents. In addition to this the large barley interests at Davenport, Ia., have very favorable railroad arrangements and buy large quantities of barley in Minneapolis. It seems unexplainable, but it is a fact that a shipper in almost all places which are directly tributary to Davenport, Chicago, Milwaukee, Peoria and St. Louis can reach those markets cheaper by first sending the grain to Minneapolis and from there reship it to destination.

Minneapolis has made itself an attractive market to the western barley shipper. Whenever sales are made there to arrive, the buyer will invariably accept anything that may be reasonably as good as the contract sample, and should the difference be unreasonable, the buyer always accepts the grain at a difference which may be determined by two or three selected arbitrators; all disputes being settled at the time. After grain is sold, the time required for unloading never exceeds six or seven days, except in rare cases, so grain which is out of condition

never has a chance to get very bad.

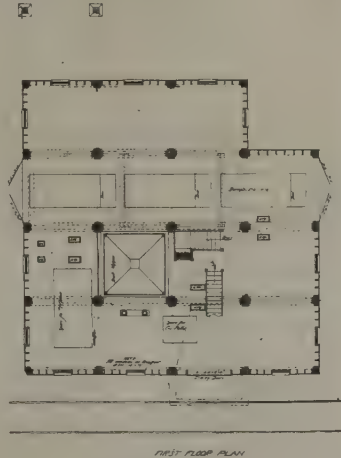
70,000-Bushel Indiana Elevator

What is claimed to be one of the best transfer elevators ever erected on small ground space in Indiana is to be found at LaFayette, where the Crabbs-Reynolds-Taylor Grain Co. operates the new elevator illustrated herewith.

The house is designed both for transferring from car to car and for receiving grain from farmers' wagons, a receiving sink beside track, and three wagon dumps in driveway thru house being provided. It seemed impossible to secure the ground desired, but every inch of that which was obtained was utilized to good advantage.

The basement foundations are entirely of cement and the large hopper scale on the first floor rests on firm foundations. Bins for ground feed are arranged over driveway, so that wagons can quickly be loaded. Shellers, cleaners and clippers, four elevator legs, a car puller and one loading spout are provided for the rapid handling of grain.

The house was designed and built by Henderson & Friedline.



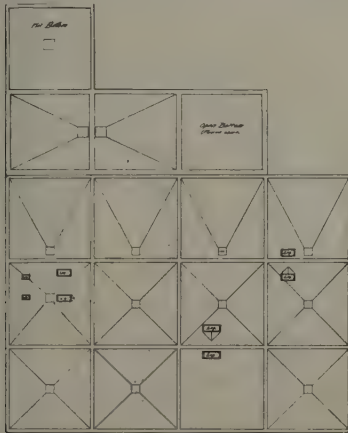
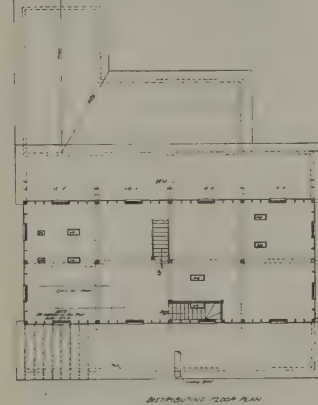
First and Distributing Floor Plans Crabbs-Reynolds-Taylor Grain Co's. Elevator.

Asked— Answered

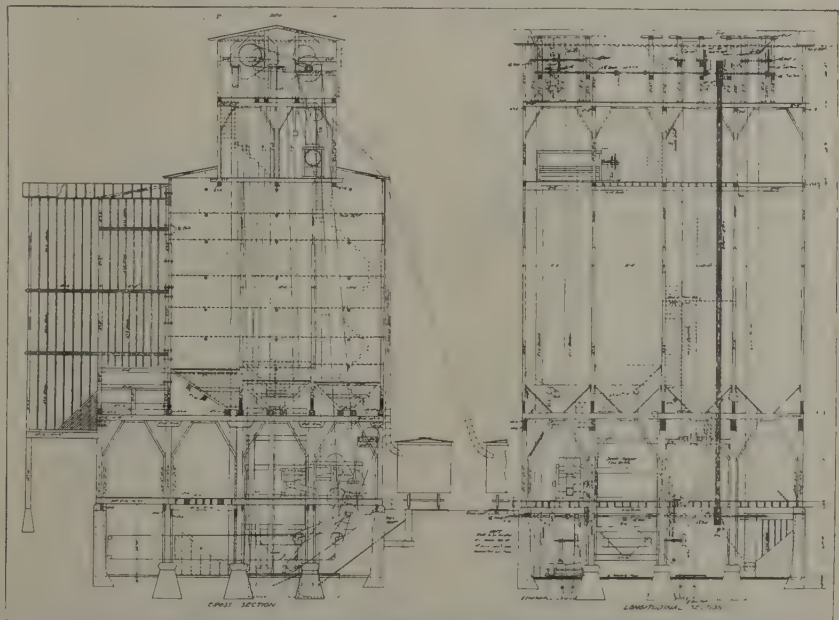
CHAIN FOR ELEVATOR?

Grain Dealers Journal: In answer to a recent inquiry I would say, the advisability of using a chain or a belt depends a good deal upon the construction of one's elevator; but, other things being equal, I believe most dealers find that a chain gives the better satisfaction. Where difficulty is found with chains it is usually because they have not been properly cared for, particularly in the way of lubrication.—M. McL.

Southern Kansas and northern Oklahoma grain dealers will hold a meeting at Anthony, Kan., on the afternoon and evening of Thursday, Aug. 25. At least 100 dealers are expected to be present.



Bin Plan of Crabbs-Reynolds-Taylor Co's. Elevator.



Cross and Longitudinal Sections Crabbs-Reynolds-Taylor Grain Co's. Elevator.

Grain Trade News

ARKANSAS.

Walnut Ridge, Ark.—The Lawrence Commission Co., incorporated, \$5,000 capital stock. Incorporators, W. A. Townsend, H. W. De Armen and J. N. Beakley.

CALIFORNIA.

Hollister, Cal.—Warehouse No. 2 of the Lathrop-Hay Co. was destroyed by fire recently. Loss, \$50,000; insurance, \$28,800. The company will rebuild.

Los Angeles, Cal.—The Desert Grain Co. incorporated, \$50,000 capital stock. Incorporators, G. W. McNear, S. B. McNear, C. A. Mead, C. E. Carly and C. E. Davie.

Stockton, Cal.—Dickson & Guernsey's hay warehouse burned Aug. 8. Loss, \$30,000. The grain warehouse of the same firm adjoining the hay barns escaped destruction.

CANADA.

Port Arthur, Ont.—Gordon, Ironside & Fares are erecting an eltr.

Oxbow, Assa.—R. Galloway has purchased the eltr. and coal sheds of R. J. Noble.

Springside, Assa.—The Canadian Eltr. Co. has bought the eltr. of Stead & Herriot.

Edmonton, Alta.—The Brackman-Kerr Milling Co. will build an eltr. of 500,000-bu. capacity.

Winnipeg, Man.—The Dominion Transportation Commission held a meeting recently at Winnipeg. Grain freight rates are being considered.

Fort William, Ont.—Work on the eltr. of the Empire Eltr. Co. is being pushed with a force of 300 men. The capacity of the house will be larger than first planned, nearly 2,000,000 bus. It is to be completed Oct. 1.

Fort William, Ont.—About 30 iron-workers employed by the Macdonald Engineering Co. on the Ogilvie Eltr. have gone on strike because the builders insisted upon employing the best workmen, union or nonunion. While the company would not recognize the union, it voluntarily granted an increase of 5 cents, or 40 cents per hour, to the structural iron workers. The steel grain storage tanks have been completed.

To view the crops during harvest a party of Winnipeg grain dealers and bankers left Winnipeg Aug. 20 in private cars to go over the Deloraine branch of the C. P. R. as far as Estevan, then up the Soo line to Moose Jaw, back to Regina, northwest to Prince Albert and return to Regina; then along the Arcola extension to Souris, from Souris to Brandon, from Brandon to Miniota, thence to Minnedosa, then on to Yorkton. Returning from Yorkton, the party will be transferred to the C. N. R. at Gladstone, will visit Grandview and Kamsack, and return via Neepawa to Winnipeg.

The amended grain inspection act as adopted contains the following important

provisions: The certificates of inspection given by inspecting officers shall in all cases accompany the grain to its destination. No certificate shall be given east of the Manitoba Inspection division for Manitoba grain, whether such grain goes forward in cars or in bulk. In re-inspecting a car that has gone out of condition the inspector shall endorse across the face of the original certificate a statement of the facts with the date and place where the reinspection was made, but under no circumstances shall such grain be mixed or regraded.

CHICAGO.

The word "new" in the inspection of oats was dropped after Aug. 15.

W. J. Gorman has been appointed assistant to C. L. Glass, general mgr. of the Corn Products Co.

Calumet Eltr. B. of Bartlett, Frazier & Carrington, at South Chicago, has been made a regular house.

Edward W. Flannigan, formerly in the wheat pit for Wightman & Neafus, has gone with Pringle, Fitch & Rankin.

John Rankin & Co. incorporated, \$2,500 capital stock. Incorporators: I. B. Rankin, J. H. Rankin and J. L. Pearson.

P. B. Weare's assets were sold by auction Aug. 16 for \$138,325 to the Iowa State Bank, G. Weare and H. Weare.

Horace Wing, formerly with Pringle, Fitch & Rankin, will engage in the grain commission business on his own account.

Chas. W. Gillett & Co. incorporated \$100,000 capital stock. Incorporators, C. W. Gillett, F. A. Fish and P. H. Smith.

Robert L. Thornton, wheat trader for Kneeland, Clement & Curtis, has engaged in the commission business on his own account.

The committee making periodical examination of grain in regular eltrs. reports that the amount in store corresponds with the warehouse receipts outstanding.

The directors of the Board of Trade have approved a plan to send a letter to the members of the Board asking them to send to their Illinois customers the address prepared by the new charter convention in favor of the amendment to the state constitution permitting the legislature to grant Chicago the charter it needs.

The arbitration committee of the Board of Trade has decided against Knight, Donnelly & Co., who were involved with Lohrke in a difference over wheat delivered after hours July 30. The claim that other firms were guilty of the same irregularity should have been made before delivery was accepted by Knight, Donnelly & Co., who bound themselves thereby.

The grain committee of the Board of Trade met the chief officials of the state grain inspection dept. Aug. 22 and decided on type samples for use in governing the inspection of No. 2 red and No. 2 hard wheat, standard oats, and No. 2 rye for this season. The samples of wheat are right in line with those of last year. Of

oats and rye the quality is so good that the line was slightly raised.

The directors of the Board of Trade have approved the proposition that the grain committee name grain samplers to be employed, paid and subject to discharge by the state grain inspection department. Samples are to be brot to the chief sampler of the Board of Trade, and if the grain committee believes the grading given the samples is incorrect the committee will call the attention of the state officials to the error.

COLORADO

Granada, Colo.—H. F. Pratt has succeeded T. A. Kyle, who had to sell his grain business and remove to Roswell, N. M., on account of his health.

IDAHO.

Moscow, Idaho.—C. E. Wood and W. C. Cochran & Son have bought the grain business of the Tacoma Grain Co. at Moscow, Joel and Troy, Idaho, and leased its grain and hay warehouses.

Basalt, Idaho.—A single rope grain tramway operated by a gasoline engine is being installed by the Vollmer-Clearwater Co. The pier on one side of the river is 50 ft. high and that on the other 38 ft. The charge for transportation over the tramway will be 35 cents a ton.

ILLINOIS.

Appleton, Ill.—Scline & Olson have rented the eltr. here.

Ferris, Ill.—Outhier Bros. have bot the eltr. of F. M. Cutler.

Cazenovia, Ill.—Bachman Bros. will build an eltr. this fall.

Ludlow, Ill.—Wm. Murray, of Champagne, will succeed Stone & Taylor.

Farmersville, Ill.—The Munday-Settlement Co. has bought the eltr. of Thees Hein.

Monarch, Ill.—H. Fawyer and J. West have bought the eltr. of R. E. Rising for \$5,050.

Minonk, Ill.—J. A. Simpson recently ordered 3 improved Hall Distributors for his eltr.

Sycamore, Ill.—Bartlett, Frazier & Carrington will erect an eltr. of 20,000 bu. capacity.

Woodruff, Ill.—The Woodruff Grain & Eltr. Co. will succeed G. M. Simpson in the grain business.

Rochester, Ill.—Twist Bros. eltr. was struck by lightning and burned Aug. 17. Loss, \$6,500; insurance, \$4,500.

Pekin, Ill.—Philip Herget is erecting a grain dump. He will also rebuild the malt house which was burned.

East St. Louis, Ill.—The W. D. Judd Grain Co., it is said, has leased the eltr. of C. H. Spencer and John T. Milliken.

Beecher, Ill.—The Fred Cloldt Co. has equipped its eltr. with an improved Hall Distributor and non-Chokable Boot.

Tuscola, Ill.—An attempt was made to burn the eltr. of Mayor C. L. McMasters. A quantity of oil had been poured on the cob bin.

Chapin, Ill.—The Chapin Grain Co. incorporated, \$5,000 capital stock. Incorporators, C. S. French, T. R. Biggers and C. E. Drake.

Dimmick, Ill.—Christian X. Kratz, mgr. of the Funsinn Grain & Eltr. Co., was one of the winners in the Rosebud land

drawing, and will remove to the Rosebud region to operate an eltr. for a Minneapolis company.

Homer, Ill.—Part of the concrete foundation for the new eltr. of J. H. Parrish proved defective and had to be torn out and rebuilt.

Collison, Ill.—The Collison Grain Co. incorporated, \$6,000 capital stock. Incorporators, T. F. Collison, J. A. King and L. A. Lendicott.

Mattoon, Ill.—The Cleveland Grain Co. has let the contract to the N. A. Grabbill Co. for a 30,000-bu. plant to replace the one that burned.

Ottawa, Ill.—The Illinois Valley Grain Co. incorporated, \$33,000 capital. Incorporators, J. N. Dunaway, H. J. Ruckrigel and J. L. Barnard.

Illioopolis, Ill.—The Farmers' Eltr. Co. has refused to accept the new eltr. on account of the alleged faulty construction of the driveway.

Hull, Ill.—The Hull Eltr. Co. incorporated, \$8,000 capital stock. Incorporators, J. W. Sherry, S. M. Dickason and W. F. Chamberlain.

Ficklin, Ill.—Tom Abrams has succeeded Edw. Collins as manager of the Collins Grain Co., having bought the latter's interest in the business.

Peoria, Ill.—J. G. Jones, who attempted suicide by shooting in the head, has recovered. Deacon Jones was formerly with S. C. Bartlett & Co.

Woodstock, Ill.—Bagley & Heimerdinger have succeeded E. E. Bagley. Mr. E. J. Heimerdinger was for a number of years associated with Mr. Bagley.

Harris (P. O. Martha), Ill.—Davenport & Felger have purchased the grain business of F. D. Gillespie, thru C. A. Burks. Mr. Davenport will be resident mgr.

Waukegan, Ill.—The Warner Glucose Sugar Refinery, rebuilt since the fire, has been placed in operation, with a consuming capacity of 28,000 bus. of corn daily.

Cissna Park, Ill.—S. M. Rose's eltr. and lumber yard were burned on the afternoon of Aug. 9. The eltr. contained no grain. Sparks from a locomotive started the fire.

Cropsey, Ill.—A Farmers Eltr. Co. has been organized with the following directors. C. B. Meeker, J. F. Cox, S. R. Williams, A. Brucker, T. Little, C. G. Slater and W. A. Tarr.

Chenoa, Ill.—Fire on the eltr. of Kirkpatrick, Lackland & Co., Aug. 11, was extinguished after a hole 10 ft. square had been burned in the roof. The grain was damaged by water.

Champlin, Ill.—The Champlin Farmers Grain Co., which recently bot the plant of the Rogers Grain Co., has been incorporated, capital \$4,200. Incorporators, J. M. Petzer, H. W. Wahesseller and G. E. Trechler.

The Illinois Dept. of Agriculture estimates that the yield of wheat this year was 14 bus., a little more than the 10-year average. The area seeded to wheat was 1,556,000 acres, of which 8 per cent was winter killed or destroyed by floods.

INDIANA.

Wheatland, Ind.—Allen & Wetlan have sold their eltr.

La Grange, Ind.—Guy Harris has bot the eltr of H. H. Smith.

Wheatland, Ind.—J. C. Metzger will erect an eltr. at this point.

Walton, Ind.—F. Wildgrube has bot the mill of Ambrose P. Rhodes.

Plainfield, Ind.—The eltr. of Harter & Heironimus burned recently.

Columbia City, Ind.—Lancaster Bros. & Co. have succeeded Maxwell, Lancaster & Co.

State Line, Ind.—Morris & Lynch of Lebanon has bought the eltr. of M. A. Current.

Manson, Ind.—J. H. Stewart has completed a new eltr. and equipped it with a Constant Chain Conveyor.

Eaton, Ind.—J. L. Simmons has bought the eltr. of Carter Bros. and will install new handling and cleaning machinery.

Indianapolis, Ind.—Albert R. Thompson & Co. incorporated, \$50,000 capital stock. Incorporators, A. R. Thompson, J. E. Berry and W. W. Bagley.

Crane, Ind.—The new eltr. which is being built by the Crabbs-Reynolds-Taylor Co. will have 35,000 bus. capacity and be equipped with Fairbanks scales.

Morocco, Ind.—B. L. Archibald is adding storage room and equipping his eltr. with a Constant Chain Conveyor which fills and empties the bins.

Manson, Ind.—J. H. Stewart has increased the capacity of his eltr. to 40,000 bus. by erecting a 30,000-bu. addition, which is equipped with the B. S. Constant Safety Dump and Feeder.

Metamora, Ind.—Meloy & New have succeeded Meloy & Toombs in the grain and milling business. Thos. H. New of Greenfield, who bot the interest of D. J. Toombs, will take charge.

Lapland, Ind.—The Crabbs-Reynolds-Taylor Co. is building a 50,000-bu. eltr. to be equipped with a 50-h. p. automatic engine, a No. 3 Victor Sheller, a Corn-wall Cleaner and Fairbanks Scales.

Wheeler, Ind.—A 40,000-bu. eltr. is being erected by the Crabbs-Reynolds-Taylor Co. The house will be equipped with Fairbanks Scales, 50-h. p. automatic engine and No. 1½ Western Sheller and Cleaner.

IOWA.

Bentley, Ia.—The Iowa Eltr. Co. is building an eltr.

Kent, Ia.—H. E. Gray has purchased B. S. Petrie's eltr.

Le Mars, Ia.—J. A. Sauer has leased the old Peavey eltr.—I.

Panama, Ia.—E. G. Miller has succeeded A. H. Miller & Son.

Liderdale, Ia.—L. J. Mighell will engage in the grain business here.

Harris, Ia.—Morrow Bros. has succeeded A. C. Winterfield.—I.

Castana, Ia.—The Trans-Mississippi Grain Co. will erect an eltr.

Alta, Ia.—C. W. Goodrich is operating a 30,000-bu. eltr.; gas engine.—I.

Melbourne, Ia.—The Melbourne Grain Co. has succeeded A. H. Miller & Son.—I.

Aurelia, Ia.—J. M. Whitney, who has an eltr. here, also represents Edwards, Wood & Co.—I.

Glidden, Ia.—Culbertson Bros. have a good 20,000-bu. eltr., with gasoline engine.—I.

Walker, Ia.—M. B. Thomas of Center Point has bought the feed mill from Chas. E. Newell.

Corwith, Ia.—The Patterson Mill & Eltr. Co. has made some improvements on its eltr.

Nora Springs, Ia.—H. C. Hamilton has bought the eltr. at the Junction from Larson Bros.—I.

Elliott, Ia.—D. C. Reynolds has succeeded Gerney Whitney as manager of the Turner Bros. eltr.

Manilla, Ia.—Chas. Schroeder has succeeded J. N. Rolston as manager of the Neola Eltr. Co.'s eltr.

Newell, Ia.—The business of the late E. Moorhouse is being carried on by his son, L. O. Moorhouse.—I.

Marcus, Ia.—T. L. Bird has been retained as manager of the Marcus Shipping Assn. for this season.—I.

Ogden, Ia.—Nylander Bros. are building an addition to their eltr. They have installed a new gasoline engine.

Osage, Ia.—The Western Eltr. Co. has bot the eltr. of the American Malting Co. C. N. Bates, of Nashua, will be the agt.

Washta, Ia.—E. Stevens of this place, who recently bot out Wililamson & Duart, is a brother of Ed. Stevens of Cleg-horn.—I.

Cherokee, Ia.—James Archer, who has passed his 77th anniversary, retains the active management of his grain business here.—I.

Tama, Ia.—O. P. Beale & Co. will again operate the eltr. which they had leased to the Neola Eltr. Co. J. A. Phillips will have charge.

The Grain Dealers Union of South-west Iowa and Northwest Mo., will hold a meeting at Red Oak, Ia., some time between Sept. 10 and 25.

Ida, Grove, Ia.—G. W. King & Son are operating the water-power mill here and shipping grain through a 15,000-bu. eltr., equipped with a gasoline engine.—I.

Ruthven, Ia.—Chas. D. Parret, for four years with the United Grain Co. of Chicago, will have charge of the eltr. of the Chicago Grain & Eltr. Co. at this station.

Estherville, Ia.—Greig & Zeeman of Emery, S. D., are operating eight eltrs. on the Rock Is. road bot from the Douglass Eltr. Co. This place is headquarters for the Iowa line.—I.

Blairtown, Ia.—W. E. Kinsella of the Kinsella Grain Co. has sold the last of his line of eltrs. to the Northern Grain Co. of Des Moines, and, with Mrs. Kinsella, will take a 6-months tour of the west before locating.

Farragut, Ia.—W. S. Roberts has succeeded C. S. Venner as mgr. for the Nebraska-Iowa Grain Co. Mr. Venner was offered \$10 more per month to remain with the company, but his business in Nebraska prevented him from accepting.

Hartley, Ia.—J. B. Hass, a former saloonkeeper, who butted into the grain trade by building an eltr. off the railroad and finally inducing the company to lay a side track to it, is a disturbing element in the local market and does not deserve to have his business handled by reputable receiving houses. He is understood to have been turned down by a number of the leading commission merchants, but the smaller concerns seem to be glad to get his trade.—I.

KANSAS.

Hallville, Kan.—The Thorstenberg Grain Co. will build an eltr. at this station.

Leavenworth, Kan.—The father of G. W. Legler, grain dealer of this city, was thrown from his buggy, breaking his neck.

Mr. Legler has retained his power of speech and is able to take liquid nourishment.

Atchison, Kan.—The Lukens Milling Co. has let the contract for a 60,000-bu. eltr.

Robinson, Kan.—J. R. Glenn has succeeded S. C. Miller as mgr. for the Gregg Bros. Grain Co.

Olmitz, Kan.—The Olmitz Grain Co. has succeeded Beshka & Schreiber in the grain business.

Freeman, Kan.—Berg & Smalley are building a stand of eltrs. in their seed house.

Bridgeport, Kan.—The Shellabarger Mill & Eltr. Co. has installed a new gasoline engine.

Powhattan, Kan.—The eltr. recently bought by F. A. Derby will be in charge of Court Parker.

Bridgeport, Kan.—The Shellabarger Mill & Eltr. Co. has bot the coal business of the Continental Creamery Co.

Edna, Kan.—Koenick & Bare are operating the mill which F. Wildgrube has sold to Ambrose P. Rhodes of Walton, Ind.

Harveyville, Kan.—Garringer, Ferrell & Co.'s new 7,000-bu. eltr. is complete at a cost of \$3,600. P. H. Pelky was the contractor.

Lacygne, Kan.—The eltr. of B. F. Blaker & Co. had to cease operation Aug. 8 on account of having the front of the boiler blown out.

Winfield, Kan.—The J. P. Baden Milling Co. has let the contract for a 50,000-bu. eltr. to R. C. Stone. The eltr. will be constructed of steel and absolutely fireproof.

KENTUCKY

Frankfort, Ky.—The Wabash Grain Co. of Union county incorporated, \$10,000 capital stock.

LOUISIANA.

New Orleans, La.—The Board of Trade has appointed a committee composed of grain exporters and ship agents to investigate the freight rates of the roads carrying grain and to counteract any discrimination that may be found in favor, either of Galveston or the Atlantic ports.

New Orleans, La.—About 400 ft. of the grain conveyor at the Westgate Eltr. of the T. & P. R. R. collapsed Aug. 17. Loss, \$10,000. Heavy rains had caused a slide of mud against the piles supporting the conveyor. The remaining 600 ft. of the conveyor was saved.

Crowley, La.—The American Rice Brokerage Co. incorporated, \$500,000 capital stock. Incorporators, Miron Abbott, John Green, J. D. Marks, A. B. Allison and W. E. Ellis. Agencies will be located at New Orleans, New York, Chicago, Kansas City, St. Louis, Minneapolis and San Juan and Ponce, Porto Rico.

MARYLAND

Baltimore, Md.—Irvin & Bauernschmidt have established a grain department in connection with their hay business and will receive consignments.

Baltimore, Md.—The salvage wheat from the burned Canton Eltr. turned out so badly that the underwriters may have to pay for the handling instead of receiving any return. The Toledo Salvage Co., which made a cash bid, was fortun-

ate in having the bid rejected, the companies preferring to wreck the stock at their own expense. Most of the wheat had to be thrown away.

Baltimore, Md.—Under the amendment to the rules of the Chamber of Commerce reducing the membership of the grain committees the following recently were elected to serve for the unexpired period of the ensuing year: Wheat—Blanchard Randall, Hiram G. Dudley, James A. Clark, John M. Dennis and William H. Hayward. Corn—John W. Snyder, George Frame, Henry A. Lederer, Richard H. Diggs and Edwin Hewes. Oats—Charles S. Schermerhorn, Emory Kirwan and E. F. Richards. Rye—J. Frank Ryley, John J. Snyder and J. O. Linton. Barley—Oliver F. Lautz, G. Frank Gibney and John H. Biemiller. Buckwheat—J. J. Buffington, Charles H. Gibbs and T. M. Maynadier.

BALTIMORE LETTER.

Mr. J. Hume Smith, a former President of the Chamber of Commerce, also of the late firm of Smith-Gambrill Co., is seriously ill at the Maryland University Hospital. It was at first supposed that Mr. Smith was suffering with appendicitis, but his physicians are of the opinion that his illness is from other causes.

At the last meeting of the Board of Directors of the Baltimore Chamber of Commerce amendments to the by-laws were unanimously adopted which place further restrictions on the mixing of grain in public eltrs., and in some instances prohibit the mixing of lower grades into a higher grade under any circumstances, also prohibiting the issuing of any certificate of grade for grain the quality of which is not in every respect up to the full average of the stock in the warehouse. It is believed that these amendments will result in more uniform grading and will be to the advantage of the western shipper, as well as the local buyer.

A most enthusiastic meeting was held on evening of 16th inst. in the large dining room of the Eutaw House, there being present about one thousand active business men. The meeting was in line with the spirit of progressiveness which has pervaded Baltimore since the great fire, February 7-8, and the general purpose that the expression, New Baltimore, shall not refer to the reconstructed buildings, but also to all that pertains to a business community. Spirited addresses were made by many men prominent in business and the meeting resulted in the formation of an association named the Travellers and Merchants Association of Baltimore City. It is confidently expected that within the next thirty days the membership will reach at least five thousand. The officers elected were as follows: President, Sam'l H. Shriver; First Vice-President, Robt. A. Courtney; Second Vice-President, Edward M. Gibson. Executive Committee, Harry M. Mason, J. Frank Krantz, Frank H. Cawthorne, Charles England, J. Edgar Wylie, Sam'l F. Hardy, Jos. W. Clark, D. J. Chamberlain, J. Harry Trego, Max Gans and Joseph A. Moore.—B. M.

MICHIGAN.

Elsie, Mich.—Eugene Colley has succeeded Cooley & Son.

Bellevue, Mich.—Brown, Stephens & Cargo have succeeded J. R. Hall.

Owosso, Mich.—H. N. Ainsworth has succeeded Ainsworth & Hamner.

Cassopolis, Mich.—Coulter & Atkinson have succeeded Johnson & Coulter.

Adrian, Mich.—The Baluss-Dawson Co. has discontinued the grain business.

Bannister, Mich.—Meacham & Moulton have engaged in the grain business.

Marlette, Mich.—Thos. Wilson & Co. will build an eltr. of 25,000-bu. capacity.

Grass Lake, Mich.—Gage, Kendall & Wolfinger have succeeded Gage, Kendall & Dewy.

Crosswell, Mich.—The warehouse and eltr. of S. D. Kinsey burned Aug. 10. Loss, \$77,000; insurance, \$5,546.

Leslie, Mich.—L. J. Bickhart's mill and the electric light plant were burned Aug. 12. Loss, \$20,000; insurance, \$10,000.—W. E. Shelden.

Lowell, Mich.—C. Bergin and L. P. Thomas are building a bean eltr., to be equipped with the latest and best machinery and appliances. The Pere Marquette R. R. will have a siding to the building.

Lake Odessa, Mich.—The Lake Odessa Eltr. Co. has completed a fine plant. The equipment includes corn sheller, feed mill and 28-h. p. gasoline engine. The 13 bins have a capacity of 40,000 bus. An annex will be built and a bean department installed.

Local meetings are being held in different parts of the state by the Michigan Grain Dealers Assn. to interest the dealers and secure additional members. One of these special meetings was held Aug. July 30 at the American hotel, Kalamazoo, at which 30 were present.

Woodland, Mich.—Rowlader Bros. & Reiser have succeeded Rowlader & Reiser. C. E. Rowlader, the former partner, who sold his interest here and at Coats Grove to the firm, has been operating the plant at Hastings. In the change Rowlader & Reiser will become partners in the Hastings part of the business.

MINNEAPOLIS

The Interior Eltr. Co. will engage in the grain shipping business.

The Great Western Eltr. was damaged by the tornado of Aug. 20.

The Interior Eltr. was damaged by the windstorm to the extent of \$50,000.

See "Letters from Dealers," this number, for information regarding change in handling each day's arrivals of grain.

The Stewart Eltr. Co. has bot all of one block for \$12,000. The site is in the new grain eltr. district along the Milwaukee road's Minnehaha Falls line.

No change has been made in our system of inspection, except that the cars are placed on track ready for inspection at 8:30, and any cars not inspected by 11 o'clock are held until the following day without car record service. The inspectors are also on duty in the afternoon inspecting what cars are placed for them, so the cars are ready for sale the following morning. In other words, the Inspection Department is doing a little more work than formerly.—E. S. Woodworth & Co.

MINNESOTA.

Aitkin, Minn.—G. W. Knox will build an eltr.

Alberta, Minn.—Campbell Bros. are building an eltr.

Hatfield, Minn.—W. D. Parker, of Woodstock, has bot the D. C. Harrington

ton eltr. and placed his son, H. M. Parker, in charge.

Lakeville, Minn.—J. G. Geraghty's eltr. is undergoing repairs.

Grand Meadow, Minn.—L. W. Hunt has bot an eltr.

Carlos, Minn.—Woodworth Eltr. Co. has installed Rudolph Nelson as agt.

Perham, Minn.—Peter Schroeder, miller, has bot the Northern Pacific Eltr.

Staples, Minn.—Ahlbrecht & Sons are making preparations to move their eltr.

Burlette, Minn.—The Farmers Eltr. Co. is making extensive repairs on its plant.

Clear Lake, Minn.—E. A. Brown, of Luverne, is erecting an eltr. at this station.

Johnson, Minn.—The Duluth Eltr. Co. has improved its plant by building a coal shed.

Medford, Minn.—The Sheffield-King Milling Co. is making extensive repairs on its eltr.

Benson, Minn.—Knud Odden has accepted the agency for the Hennepin Eltr. Co.'s new eltr.

Argyle, Minn.—A. Hedrick has succeeded J. J. McIntyre as manager of the Imperial Eltr.

Long Prairie, Minn.—The Steadman Eltr. Co. is putting gasoline engines in all of its eltrs.,

Redwood Falls, Minn.—C. D. Odekirk has succeeded A. P. Goudy as agent of Bingham Bros.

Tyler, Minn.—Thos. Mely will ship grain this season, having bot the Tyler Roller Mills.—I.

Farmington, Minn.—H. N. Babcock has enlarged his eltr. and installed a new set of dump scales.

St. Paul, Minn.—Jameson & Hevener's eltr. was damaged by fire Aug. 12. Loss, \$2,000, fully insured.

Thief River Falls, Minn.—Hanson & Barzen are erecting a large eltr. in connection with their mill.

Cobden, Minn.—John Larson has succeeded H. L. Tosch in charge of the Eagle Roller Mills eltr.

Mora, Minn.—The New London Milling Co. will equip its eltr. with an improved Hall Distributor.

Duluth, Minn.—James C. Eaton, formerly with the H. Poehler Co., will represent the Minnesota Grain Co.

Edgerton, Minn.—J. L. Baldwin, who was formerly in the grain business here on his own account, is acting as manager for C. S. Howard.—I.

Jeffers, Minn.—The Farmers Co-operative Eltr. Co. has let the contract to the Younglove & Boggess Co. for the erection of a 20,000-bu. eltr.

Rushford, Minn.—The Farmers' Eltr. Co., recently started here, has changed managers for the third time. The last one was 18 years old.—I.

Kenneth, Minn.—The Kenneth Farmers Eltr. Co. incorporated, \$25,000 capital stock. Incorporators, K. Olson, A. Messner, J. Engebretson and B. Halverson.

Winona, Minn.—J. D. Jones, who has been manager of the Van Dusen-Harrington Co.'s barley department, has taken a similar position with the Western Eltr. Co.—I.

Vernon Center, Minn.—The Hubbard & Palmer Co.'s eltr., which has been closed for the past four months, will be opened

for business under the management of Mr. Krause.

Hutchinson, Minn.—The Farmers Co-operative Eltr. Assn. incorporated, \$10,000 capital stock. Incorporators, E. A. Tews, Jos. Janacky, S. G. Anderson, Jr., and H. H. Bonniwell. An eltr. will either be built or purchased.

Marietta, Minn.—The Hoit Grain Co. recently bought at receiver's sale the eltrs. at Marietta and Canby, formerly operated by Hanson & Cole, for \$3,850 and \$8,010, respectively. Mrs. Ella M. Hanson, the widow, secured a one-half interest in the eltr. at Burr for \$2,500.

Owatonna, Minn.—The Farmers Eltr. & Mercantile Co. held a stormy meeting Aug. 6 while discussing the loss of \$4,200. The proposition to reopen the eltr. by making an assessment of 50 per cent on the stockholders was lost by a vote of 27 to 27. The manager, who was arrested in June, has not been tried, and the farmers will have to stand the loss.

MISSOURI.

Kansas City, Mo.—A. M. McDearmott, a grain broker, was arrested Aug. 12, charged with keeping a bucket-shop.

Kansas City, Mo.—The Kemper Grain Co. has filed attachment proceedings against the Cassity & Fequay Grain Co. for \$4,250.

Arrow Rock, Mo.—The Arrow Mill & Eltr. Co. incorporated, capital \$6,000. Incorporators, B. L. Thompson, T. H. Brockway, B. P. Howell and A. W. Nell.

St. Louis, Mo.—New applicants for membership in the Merchants' Exchange are J. D. Howe of the Allen-Baker Commission Co.; S. T. Ballard of Louisville, Ky.; and L. S. Allen of Chicago.

St. Louis, Mo.—A dispute over a deal in oats led Thos. E. Price to apply to the circuit court for an injunction restraining the Merchants' Exchange or the Hubbard & Moffitt Commission Co. from enforcing an order suspending him from the floor.

Kansas City, Mo.—Chas. C. Fales was jailed Aug. 20 for operating a get-rich-quick grain speculation swindle. The fraud was conducted under the name of Arthur E. Whitlock & Co. Fales had a card catalog of 3,000 names of speculators, many of whom had invested \$100 or more.

St. Louis, Mo.—The Illinois Railroad & Warehouse Commissioners, by Attorney General Hamlin, have made application for and have been granted an injunction restraining Jacob Koerner, Clifford Humphreys, Wm. Shelley and Frank Launtzell, and all others who may be appointed by the Merchants' Exchange or its agents from weighing or supervising the weighing of grain at East St. Louis, Ill. The complaint on which the injunction was issued was made by Jas. S. Neville, warehouse commissioner. Jas. H. Warren, of the Merchants' Exchange weighing bureau, denies that the Illinois commissioners have any authority to weigh grain. The matter of making the injunction permanent will be heard at the term of court beginning Aug. 22; but, no matter which way decided, will be appealed to the state supreme court.

Kansas City, Mo.—A large Hess Pneumatic Grain Drier and Cooler has just been purchased by the Missouri Pacific Railroad, to be installed in its new eltr. for the use of the Hall-Baker Grain Co. This is the fourth drier of this style

placed in Kansas City, giving that point extensive facilities for the drying of damp and immature grain. During the past two years the demand for kiln-dried corn has increased to such an extent as to make it a regular article of commerce, and has been such that leading grain operators have found it profitable to equip with facilities for producing such corn.

KANSAS CITY LETTER.

R. W. Jackson, with the Gulf Eltr., had his hand caught in the machinery last Friday, and it was so injured that amputation was necessary.

Ground has been broken for the new elevator of the J. Rosenbaum Grain Co., in Armourdale, the location chosen being just east of the Rock Island Eltr.

Kansas City weights were the topic of discussion at a meeting recently of traffic officials and the directors of the Board of Trade. The railroads contend that the rule of the Board requiring weighing of grain at Kansas City causes congestion in the yards. The grain dealers feel that the rule is a good one, as the grain trade has increased since its adoption, and they do not favor selling on destination weights.

W. P. Trickett, manager of the transportation bureau of the Commercial Club, states that the project to put a barge line on the Missouri river between Kansas City and St. Louis is moving along favorably. This would be the placing of a club in his hands with which to beat down railroad rates, and it would be a club of the right kind. A barge line should do wonders in that direction, in fact the business men of this city have had a precedent of this kind to look back to. When there was a packet line running regularly between Kansas City and St. Louis, the railroads made a great deal better rate, on account of the water competition. The business men did not support the packet line, however, and the management finally got tired of keeping down railroad rates for a crowd of merchants who would not patronize them enough to let them make a profit. If the new movement is a success, it must be owned by the merchants, who can have their shipments made over the line, or at least a small part of them, thus insuring an income to it at the same time it makes their profits so much larger, on account of freight rate reductions.—P.

MONTANA.

Bonner, Mont.—The Big Blackfoot Milling Co.'s flour mill burned recently. Total loss, \$26,000; insured. The company will rebuild.

NEBRASKA.

Hansen, Neb.—W. H. Ferguson's eltr. is undergoing repairs.

Grant, Neb.—W. Pringle will discontinue the grain business.

Hartington, Neb.—The Anchor Grain Co. is building an addition to its eltr.

Trenton, Neb.—J. R. Balding has taken charge of the Minden Grain Co.'s eltr.

Trenton, Neb.—Frank Norton will be the grain buyer for the American Eltr. Co.

Elgin, Neb.—T. B. Hord of Central City has selected a site on which to build an eltr.

Omaha, Neb.—Among the large transactions recently made on the Grain Exchange was a sale of 100,000 bus. No. 2

hard wheat to a mill by the Updike Grain Co., at \$1 per bu.

Mason City, Neb.—John Tierney has taken charge of the Tierney & Wirt eltr. at this point.

Tilden, Neb.—The Tilden Eltr. Co. is building an engine room and will instal a Howe engine.

Merna, Neb.—Wilson Bros. are handling macaroni wheat in considerable quantity this season.—I.

Helvey, Neb.—The Ewart-Wilkinson Grain Co.'s eltr. will be equipped with an improved Hall Distributor.

Gibson, Neb.—The Nebraska-Iowa Grain Co. has purchased four improved Hall Distributors for its eltr.

Fullerton, Neb.—The Fullerton Eltr. Co. has completed its new eltr. and installed J. N. Campbell as manager.—I.

Hartington, Neb.—The Anchor Grain Co. is remodeling its grain warehouse and will convert it into an eltr. of larger capacity.

Elwood, Neb.—L. M. Millen will be traveling representative thru central Nebraska, for the B. F. Reavis Commission Co.

Cedar Bluffs, Neb.—The Farmers Co-operative Assn. is adding 30,000 bus. to the capacity of its eltr. and installing a 25-h. p. engine and boiler.

Carroll, Neb.—The Anchor Grain Co.'s eltr., which has been closed for several months, will again be open for business with Luther Evans in charge.

Goehner, Neb.—The Farmers Eltr. Co. incorporated, \$4,000 capital stock. Incorporators, Geo. Watts, Fred Schroeder, John Wood and W. Q. Dickinson.

Wahoo, Neb.—Trenmor Cone has filed a petition in the district court for an order requiring the C. & N. W. R. R. Co. to build and maintain a spur siding to his eltr.

Mead, Neb.—C. V. Beeman has resigned his position with the Wells-Hord Grain Co., at Rogers, to accept one as agt. for the Westbrook-Gibbons Grain Co. at Mead.

NEBRASKA LETTER.

Oconee, Neb.—Dan'l Murdock has leased his eltr. at this point.

Waco, Neb.—Robt. Beckord has sold his eltr. to the Farmers Eltr. Co.

Wood River.—S. McMurray, the agent for the Omaha Eltr. Co. at Wood River, has been succeeded by Warren Karr.

The Omaha Eltr. Co. has re-opened fifteen of its stations in the west end of this state, which were closed last year, owing to the light crops.

Albion, Neb.—The large eltr. operated by the Albion Milling Co. in connection with its mill at this point, was destroyed by fire Aug. 18, with about 4,000 bus. of wheat, which was also, a total loss. The mill was damaged but slightly.

The Omaha Eltr. Co. has two repair gangs at work going over its line of stations putting the eltrs. in good shape. An expert scale man will go over the entire line, putting the scales at each station in first class shape. It is raising its eltr. at Stromsburg, and also making repairs at Agnew, Courtland and Raymond. It just finished installing a gasoline engine at Calloway, and making repairs on western Nebraska stations.—E. C.

NEW ENGLAND.

Col. Rosenbaum, of the J. Rosenbaum Grain Co., accompanied by his wife, is in Boston attending the G. A. R. encampment with the Illinois contingent. While here he has purchased the handsome steam yacht *Buccaneer*. The *Buccaneer* was formerly the *Unquoria*, and during the Cuban war was used as a dispatch boat. Col. Rosenbaum and wife will leave Boston on the yacht at the close of the encampment for home via the St. Lawrence, the Welland Canal and Great Lakes.—H. B.

NEW YORK.

New York, N. Y.—The Produce Exchange contemplates adding four stories to its building, to meet the expected demand for offices when the custom house has been completed.

New York, N. Y.—The C. A. Krause Grain Co., of Milwaukee, Wis., has opened a branch office in the Produce Exchange, with A. D. Holman in charge of the eastern trade.

Penn Yan, N. Y.—The Birkett Mills incorporated, \$150,000 capital stock. Incorporators, C. T. Birkett, C. J. Huson, A. L. Bailey, Edw. Owlett and W. W. Miller of Wellsboro, Penn. The company will succeed to the grain and milling business of C. T. Birkett.

Buffalo, N. Y.—Creditors of the bankrupt firm of Heathfield & Washburn held their first meeting Aug. 15 and chose Chas. A. Chase trustee. Claims are being filed with Wm. H. Hotchkiss, referee in bankruptcy. The report of the appraisers was presented at the second meeting of creditors Aug. 22.

BUFFALO LETTER.

In the proposed arrangement with New York for storing contract grain here not much has been done. The next step, the inspection of the eltrs. by New York grain dealers, has been up to them for some time.

The corn coming this way is not of a quality that is likely to increase the call for it, at present prices. Some samples are decidedly off color and would not come within a long distance of a grade. The receipts by lake are light.

Very little summer storage grain has been secured by the eltrs. on account of the reduction of the rates. It is not a good season for such a venture, as there is so little grain seeking storage, but it is expected that something will be done as soon as there is a stir again.

Just now we have a big rush of oats by rail. The new crop is good, and as they are now about the only grain that is at all cheap there will be a large trade in them as long as they remain low. Of late as many as 120 cars of oats were received here for inspection in a single day.

Dealers in wet grain are doing less and less business as the steel bottoms begin to monopolize the trade. One dealer declared the other day that only a single small lot of wet grain had arrived here this season. The amount used to be so large that several dealers made a good thing out of the business.

The Electric Eltr. owners were wise when they added a cyclone clause to their insurance policy. The adjustment of the loss of the movable tower has been made and the rebuilding has begun. It is said

that the loss of two such towers in two years has caused the insurance companies to cancel their other cyclone risks.

As a logical sequence of the no-expert view it is said that the milling interests are preparing to get together after election and set on foot a movement looking to reciprocity with Canada, in order to enable us to get hold of the Manitoba wheat crop. It will take a struggle to accomplish anything of that sort, for the solid influence of the American farmer and the Canadian manufacturer will be arrayed against it.

Some shippers got the idea that the advance of grain rates from this port to New York would be made August 15th, but it is now understood that no advance will be made till October. The rate is now 3½ cents a bu. on wheat to New York for export and 6 cents domestic. Canal freights have advanced to 2¾ cents on wheat. The canal is doing quite well now, on account of the excellent up-freight rate, which is from \$1.00 to \$1.25 per ton.

The effort to continue Buffalo harbor northward has taken a step forward apparently by the visit of the river and harbor committee of the House of Representatives. Pres. Brown of the Chamber of Commerce disclaimed all effort on the part of that body to urge any specific plan for the work. All that it wanted was a way for deep-draft vessels down the Niagara. Ship-canal and causeway people on the trip do not seem to have presented their views very distinctly.

Talk of modifying the present eltr. charges so that more grain will be attracted here is heard. It appears that all routes are complaining alike of no movement. A leading vessel owner says the shoveling charge of \$1.20 per thousand bus. is the main drawback and ought to be cut down to 75 cents. An eltr. owner retorts by saying that this charge is less now than the handling cost of other lake freight and he looks to see it go up to \$1.50 or so rather than to be reduced.

The grain dealers are quite discouraged over the outlook for business. They say that the chances of a liberal movement of grain for the next twelve months are so slim that the dullness of the past year promises to be doubled. And now comes in a leading miller who warns the trade generally that there is not any more grain in this country than will be needed and instead of agitating export rate reductions on flour or grain it will be better to shut off all export, for he declares that it will all have to come back if any of this wheat crop is exported.—J. C.

NORTH DAKOTA.

Deering, N. D.—H. C. Webb will erect an eltr.

Enderlin, N. D.—W. J. Loomis is building an eltr.

Reynolds, N. D.—The Farmers Eltr. Co. will erect an eltr.

Minot, N. D.—The Minot Milling Co. will build a 50,000-bu. eltr.

Milton, N. D.—C. T. Mears has bought the eltr. of Pratten & Pickley.

Cooperstown, N. D.—The Farmers Eltr. Co. will succeed Hyde & Beier.

Medina, N. D.—The Occident Eltr. Co. of Jamestown has made application to

the Northern Pacific R. R. for a site to erect an eltr. at this station.

Donnybrook, N. D.—The Osborne-McMillan Eltr. Co. will erect an eltr. at this point.

Carpio, N. D.—O. M. Stenchcomt, of Aberdeen, S. D., intends to erect an eltr. at this point.

Ardock, N. D.—The Duluth Eltr. Co. will install two of the A. H. Richner Grain Feeders with No. 78 Special A. H. R. Chains in its eltr.

OHIO.

Louisville, O.—Gehman, Loutzenheiser & Co. of Canton will build an eltr. here.

Cincinnati, O.—Harry J. Good was married Aug. 6 to Mrs. Mabel Zimmerman.

Rudolph, O.—Samuel Deckrosh, of Pleasant Bend, has leased the eltr. of H. J. Rudolph.

Payne, O.—The Heyman Grain Co.'s eltr. was struck by lightning Aug. 16, but the fire was promptly extinguished.

Columbus, O.—G. Bornhauser has resigned as secy. and gen. mgr. of the Columbus Grain & Eltr. Co., on account of ill health.

Cleveland, O.—The Sheets Bros. Co.'s eltr. containing 100,000 bus. of grain, burned Aug. 11. Loss, \$100,000, covered by insurance.

Sandusky, O.—The Tiffin Cereal Co. incorporated, \$50,000 capital stock. Incorporators, V. V. Van Nette, B. C. Trubey, M. C. Van Nette and L. D. Trubey.

Monroeville, O.—F. H. Mason, who has succeeded to the firm of Mason & Buckingham, will continue in the grain business at Monroeville as well as the implement business at Bellevue.

Morral, O.—The Barnhouse Co. and the Morral Grain & Eltr. Co. are indulging in a war that has demoralized prices in the surrounding territory. A meeting of the Middle Ohio Grain Dealers Assn. was called.

TOLEDO LETTER.

The Pioneer Milling Co. is installing a new eltr.

Prine & Potter have closed their Cherry street grain and seed house, and returned to Greensburg, Ind.

Arthur M. Cronenberg has taken a position as representative on this market for Lamson Bros., of Chicago.

Toledo, O.—W. E. Brigham, grain and seed broker, in company with his wife, has gone to California to spend a month.

Gilboa, O.—M. E. Smith and J. D. Gable, known as Smith & Gable, have dissolved partnership. Mr. Smith has gone into the hay and grain business at Laty, O.

Leipsic, O.—The Wayne Grain & Milling plant has been sold to the Crushank Bros., of Macomb. The Wayne mills and eltr. were the property of the United Grain & Milling Co., of Toledo.

The Pioneer Eltr. Co. has just gotten its new plant in running order. The eltr. has a capacity for 25,000 bus. and is equipped with electrical apparatus throughout. This is one of the six eltrs. now located along the Toledo & Western electric line, which is 60 miles in length and is equipped for the handling of all kinds of freight.—H. D.

OKLAHOMA

Hobart, Okla.—S. R. Overton has sold his grain business.—J. S. W.

Watonga, Okla.—The milling plant of Pierce & Hobrecht has been leased to P. H. Pierce.—J. S. W.

Blackwell, Okla.—Vanderburg Bros., grain dealers, who operate a number of houses in this section, expect to build a large cleaning house.

Guthrie, Okla.—The Home Grain Co. of Minneapolis, Minn., incorporated, \$150,000 capital stock. Incorporators: G. F. Ewe, H. N. Chadbourn, W. J. Hartzell, F. M. Mann and C. M. Harrington, all of Minneapolis.

PENNSYLVANIA.

Philadelphia, Penn.—The Pennsylvania Warehousing & Safe Deposit Co. will construct an eltr. 55x75 and 96 ft. high, to replace the one that burned.

PITTSBURG LETTER.

Arrivals of straw have become so numerous that there is no place in the market for all that has been coming. Oat straw, which several weeks ago commanded \$9 a ton for No. 1, has gone down to \$6 as the outside figure possible of realization.

Shelled corn, while in somewhat better shape than ear, owing to the fact that there has been more of it received, is yet very strong, and the upward movement of quotations has amounted to a decided advance, which has come not gradually, but in leaps.

It used to be the custom of the Pittsburgh Milling Co., located in Allegheny, to weigh cars of grain for Pittsburgh dealers, the cost being three dollars per car. This has stopped, and the milling company no longer affords this accommodation. The reason assigned is that much of the machinery of the concern is not now in operation, and there is not the same opportunity for weighing as heretofore.

Oats are doing fairly well, although they have been arriving in very liberal quantities. Prices went off a couple of weeks ago, and are now slightly weaker than they were ten days ago. At the beginning of last week it looked as though there would be a regular slump in quotations, owing to the increased arrivals, but this has not come, as there was some increase in demand, and a slight falling off in receipts.

Millfeed was for some considerable time in an apathetic state, and there was only a moderate call. Quotations remained fixed, and but little was doing in this line. Two weeks ago there was a change for the better which amounted to increased firmness, resulting from a more spirited demand. This improvement has become now a radical advance, and prices for white middlings have jumped forward several dollars a ton.

Call for ear corn is urgent, and consignments can be readily placed at the highest figures realized here for a long time. During the last month less than ten cars have been brought into market, and all that time the demand has been up to the measure of an urgent request. Prices have been influenced in an upward direction, and have gone forward by leaps and bounds, within the past week taking on from two to three cents additional,

and at these advances the situation is of the strongest.

Of the hay situation it is almost impossible to speak too strongly, for the situation is one of greater strength than shown for a long time. The position now occupied by timothy is one of great activity, while receipts are very light. During the past week only ninety-one cars of hay of all kinds came forward, and as much of this was prairie, it may readily be understood that the market is far from being supplied. Not a long time ago as much as three or four hundred cars came here in one week, and were readily absorbed. To drop to one-fourth that amount was to come down with a bump.—H.

SOUTH DAKOTA.

Ethan, S. D.—Siberz Bros. are building an eltr.—I.

Lake Andes, S. D.—W. H. Gould is erecting an eltr.—I.

Loomis, S. D.—Truax & Betts have completed their eltr.

Northville, S. D.—The Atlas Eltr. will not be operated this year.

Junius, S. D.—W. Z. Sharp, of Artesian, is building an eltr.

Shindlar, S. D.—J. W. Straup has sold his eltr. to Skewis-Moen Co.—I.

Willow Lakes, S. D.—A tornado Aug. 22 is said to have wrecked 3 eltrs.

Montrose, S. D.—J. T. Scroggs has bot the eltr. of Theopolis Bros.

Northville, S. D.—Van Dusen & Co. have installed a gasoline engine.

Farmer, S. D.—C. G. Dunn has sold his eltr. to J. T. Scroggs of Beresford.—I.

Athol, S. D.—The New Richmond Milling Co. has installed a gasoline engine in its eltr.

Lennox, S. D.—C. W. Thompson of Parker, S. D., has bot the eltr. of Meier & Miller.—I.

Tabor, S. D.—Torrence Bros. have purchased an improved Hall Distributor for their eltr.

Hazel, S. D.—Warner & Clifford have sold their eltr. to J. G. Ostroot & Bro. of Lake Preston.

Esmond, S. D.—B. Gartland and R. Wilson, both of Iroquois, are building an eltr. at this station.

Utica, S. D.—M. King will operate eleven eltrs. this season, having recently added to his line.—I.

Fairfax, S. D.—The Fairfax Milling Co. is arranging to do a regular grain shipping business this year.—I.

Vermillion, S. D.—P. J. Sullivan is in charge of the McCaull-Webster Eltr. Co.'s houses in this territory.—I.

Bridgewater, S. D.—W. E. Rosecrans, miller and grain shipper, has sold out to the Bridgewater Mlg. Co.—I.

Tripp, S. D.—The Carlon Eltr. Co. has succeeded Carlon & Beardsley, whose headquarters are at Armour.—I.

Arlington, S. D.—The Central Dakota Flour Mill Co. recently installed two improved Hall Distributors in its eltr.

Clark, S. D.—The Clark County Farmers Eltr. Co. has bought the eltr. of W. M. Bail. M. L. Yeaman will be manager.

Sioux Falls, S. D.—C. Hill will build an eltr. at Colton, the present terminus of the new S. D. Central R'y, which will eventually go through to Madison. Crook

and Lyons will also be stations on the line between Sioux Falls and Colton.—I.

Northville, S. D.—The Eagle Roller Mill Co. has erected a coal shed and flour room, and have also painted its building.

Freeman, S. D.—Kleinsasser Bros., the present owners of the Freeman Roller Mills, are preparing to handle a large quantity of grain for shipment.—I.

Mitchell, S. D.—Palmer & Pollock have bought the Peavey eltr. J. F. Anderson has put up an eltr. and will operate it in connection with one at Virgil, S. D.—I.

Mansfield, S. D.—The Marshall Milling Co. of Marshall, Minn., has bot the eltrs. of Jessen & Lange at this point and Northville.

Parkston, S. D.—The Farmers' Traffic Assn., which got into financial difficulties and was forced to suspend operations, is again being operated but as the property of a local bank.—I.

Brookings, S. D.—The Farmers' Shipping Assn. will erect a crib eltr. 20x24 feet. The old eltr. will be cut in two and placed on each end of the new structure. A side track will also be put in.

Bath, S. D.—The Farmers Eltr. Co. is financially embarrassed, due to a shortage of the business agent of the company, who was allowed to conduct the business without bonds and without keeping a set of books.

Sioux Falls, S. D.—The wily scooper had adopted a new scheme this season in order to obtain quotations from commission merchants. He writes that he is engaged in buying grain for shipment, but has to load on track until his eltr. is erected. This is a very transparent device when attention is called to it, but it tends to put a receiver in doubt. He does not wish to encourage scooping, but neither does he want to turn away a prospective shipper who will soon be in possession of regular facilities. The list published by the Iowa Grain Dealers Assn. is a material help in this direction, for it enables commission men to spot the persistent scoopers, and it would be a good thing if similar information were given by the other assns. through circulars issued at regular intervals. In the newer portions of the N. W. it is often very difficult to tell whether a shipper is regular or not, owing to the frequent changes and the erection of many new eltrs.—I.

SOUTHEAST.

Pensacola, Fla.—Extensive repairs have been completed on the eltr. of the Louisville & Nashville Railroad.

TENNESSEE

Dunn, Tenn.—George Jones, a grain dealer, died Aug. 11.

Murfreesboro, Tenn.—Mrs. Mary E. Nuchols' eltr., that burned recently, will be rebuilt.

TEXAS.

Whiteright, Tex.—The McMillin Grain & Commission Co. will install two A. H. Richner Grain Feeders in its eltr.

Barstow, Tex.—The Barstow Grain Co. incorporated, \$5,000 capital stock. Incorporators: G. E. Briggs, Edw. Miller and Jas. Miller.

Nederland, Tex.—The contract has been let for the construction of a rice eltr. of 60,000 bus. capacity, to cost \$20,000.

Gainesville, Tex.—J. Z. Keel has been appointed director of the Grain Dealers Nat'l Assn., from Texas. Mr. Keel is also Pres. of the Texas Grain Dealers Assn.

Sherman, Tex.—The eltr. and adjoining corn mill of the Brackett-Wallace Mill & Grain Co. were burned on the morning of Aug. 11. The fire appears to have originated in the gasoline engine room and its cause is unknown. The gasoline tank was on the outside of the building and was found intact after the fire. The 50,000-bu. steel storage tank was made red hot on the side next to the fire, resulting in great damage to the wheat. Total loss, \$25,000; insurance, \$20,000. Both the burned buildings will be rebuilt at once.

The matter of the uniform bill of lading is coming in for considerable discussion in this state. In Texas the law does not permit railroads to make contracts in the bill of lading with the shipper restricting the liability of the carrier, and as the uniform bill of lading restricts the liability of the railroads to damage proven to be caused by the negligence of the roads or their employees, this bill of lading will of necessity be a dead letter in Texas. But this bill could of course apply to interstate shipments coming in and going out of the state. On application of the business element of the state the Commission of Texas has practically announced a reduction in rates within the state of twenty per cent to meet the raise caused by the raise in this bill of lading should the roads attempt to collect from the shipper or consignee in Texas the additional 20 per cent called for in this bill for goods on which there is no release. With this proposition to face there is little chance that the roads will be able to put this uniform bill into effect in the southwest, and as the Railroad Commission has just made this announcement developments are being eagerly awaited and some shippers state this action will kill this bill of lading practically in a great territory in the south and southwest.—J. S. W.

WASHINGTON.

Mockanemo, Wash.—Kerr, Gifford & Co. will build a grain warehouse 50x200 feet.

Tekoa, Wash.—Jas. Haskins will succeed R. W. Armstrong as agt. of the Pacific Coast Eltr. Co.

Pullman, Wash.—I. E. Clark has succeeded B. O. Driver in the grain and commission business.

Waterville, Wash.—The Seattle Grain Co. has bot the line of warehouses owned by the Orondo Shipping Co.

Garfield, Wash.—Kerr, Gifford & Co., of Portland, Ore., have bot the warehouse of the Farmers Warehouse Co.

Tacoma, Wash.—The Albers Bros. Milling Co. is planning to build a 90x250 brick building at a cost of \$50,000.

Ballard, Wash.—The Ballard Feed Co. will build a grain and feed warehouse. It will be 100 feet square and 26 feet high.

Wilbur, Wash.—James Muir, who will operate the warehouse of G. M. McAllister, will also erect a plant at Wilson Creek.

Palouse, Wash.—John Calvert has bot the Hypotheek bank warehouse and will build a large addition to the present capacity of 25,000 bus.

Wilbur, Wash.—The Farmers Grain & Supply Co. will build a 50x50 foot addition and increase the capacity of the warehouse to 60,000 bus.

Spokane, Wash.—The C. & C. flour mills burned Aug. 4. Loss, \$60,000; insurance, \$35,400. The mill was operated by the Portland Flour Mills Co.

Tacoma, Wash.—A. E. Sutton, formerly mgr. at Tacoma for the Northwestern Warehouse Co., has formed the firm of A. E. Sutton & Co., to do a grain shipping and commission business.

Seattle, Wash.—The Coe Commission Co.'s bank account at the Puget Sound National Bank was garnished for \$520 by W. E. Johnson, who alleges he was bunkoed by the company.

Tacoma, Wash.—About 20 grain dealers of Seattle and Tacoma held a meeting Aug. 13 to decide on an arbitrary dockage. Those present authorized A. M. Ingersoll to appoint a committee of 5 consisting of 2 exporters, 2 jobbers and one commission man, which shall decide upon a scale of dockage.

Tacoma, Wash.—Geo. J. Hammond, pres. of the Coe Commission Co., and whose reputation is very unsavory at Minneapolis and Chicago, visited the Coast recently in an endeavor to establish a grain exchange, no doubt similar to the independent exchange at Minneapolis, and nothing but a bucket-shop.

WISCONSIN.

Downing, Wis.—J. E. Dennis & Co. will erect an eltr.

Windsor, Wis.—The Crowley Lumber Co. is handling grain.—I.

Cameron, Wis.—Mauseth & Roe will ship grain this season.—I.

Preston, Wis.—Watchorn Bros. have succeeded Watchorn & Allen.—I.

Necedah, Wis.—H. D. White of Zanoni is loading grain on track here.—I.

Salem, Wis.—Sonder & Cullman's new eltr. will be ready for the fall crop.

Sobieski, Wis.—Kansora Bros. have engaged in milling and grain shipping.—I.

Wilton, Wis.—Henry Schell of Norwalk has engaged in the grain business here.—I.

Beaver Dam, Wis.—John and Michael Zemlo have bought the eltr. of Otto Rissman.

La Crosse, Wis.—J. R. Murrell has taken a position on the road for H. Rang & Sons.

Zenda, Wis.—Palmer & Son have been succeeded by the Zenda Lumber Co., which will ship grain.

Independence, Wis.—The W. W. Cargill Co. has let the contract for a 25,000-bu. house to Younglove & Boggess Co.

Milwaukee, Wis.—W. H. Manegold has succeeded A. W. Goetz, Jr., as one of the supervisors of weights and grain inspection.

Milwaukee, Wis.—The William Gerlach Malting Co.'s plant, which was recently burned, will be rebuilt at a cost of \$15,000.

Luxemburg, Wis.—The Luxemburg Grain Co. incorporated, capital \$5,000. Incorporators, H. Bancher, M. Arendt and A. J. Salmon.

Jefferson Junction, Wis.—The Lytle-Stoppenbach Co. has let the contract to the Macdonald Engineering Co. for the

construction of three cement storage bins of 100,000 bus. capacity.

Fall Creek, Wis.—Wm. Niebuhr will handle grain for shipment this season.—I.

Adell, Wis.—L. E. Finnegan has completed his new eltr., which will be operated in connection with the Finnegan Cash Store.—I.

Governor La Follette, in opening his political campaign, declares that within the past five years the railroads have given shippers \$3,423,000 in rebates.

Milwaukee, Wis.—Two creditors of the Hadden-Rodee Co. allege that the appointment of Receiver Elmergreen was contrary to law and that his expenses are exorbitant. The office furniture in fifteen different cities has been ordered sold.

Superior, Wis.—A petition asking that the city make no attempt to tax grain in eltrs., signed by a long list of business men, has been presented to the board of review. The merchants feel that the trade of Superior is being injured by the vain attempts of the city authorities to tax grain in transit, and which the supreme court has decided is not taxable.

Milwaukee, Wis.—Cashier Geo. D. Emery and Bookkeeper Carl Baumann are charged with having embezzled over \$25,000 while employed in the branch office of Bartlett, Frazier & Carrington. The frauds are said to have been systematic and aided by an outside firm. It is alleged the men made personal trades in the pit, using the firm's credit, and pocketed the proceeds. Their game was made easier by the activity of the wheat market during July.

MILWAUKEE LETTER.

The Rialto Eltr Co.'s houses and St. Paul A have been declared regular by the Chamber of Commerce for the present crop year.

The directors of the Chamber have decided to establish an official grain sampling bureau under the supervision of a bonded officer.

Rail freights are quoted here at present on the basis of 17½c. for grain, domestic, and 15c. for export, to New York. Lake transit rates, 16½c. on flour and feed. Lake and rail rates, 15½c. domestic and 13c. export.

A. W. Goetz, Jr., has now assumed the active management of the Van Dusen-Harrington Co.'s barley department at Minneapolis. Before leaving for his new field of activity, Mr. Goetz was the guest of honor at a banquet given by his former associates.

J. E. Sims, who was formerly in the employ of the W. P. Devereux Co., has started on the road for E. P. Bacon & Co., vice C. R. Green, recently resigned. J. O. Jones of Austin, Minn., will also represent that firm in a portion of the territory formerly covered by Mr. Green, viz., S-W. Iowa.

At a special election, Aug. 16th, the Chamber adopted an amendment to the rules making No. 1 white oats, to test 34 lbs., deliverable on contracts. This went into effect immediately, and a sale of a call for 35,000 bu. of May was made by L. Bartlett & Son Co. to Berger-Crittenden Co.

Manager Duell of B. F. & C. has suggested to the Chamber of Commerce Clearing House Assn. that the institution

double check all accounts, so as to make a recurrence of the losses suffered by his firm impossible. In relation to this Pres. W. M. Bell of the Assn. said: "The methods employed by the clearing house are as perfect as we can make them. I know of no way to guard against dishonesty except by commission firms employing honest clerks and traders, or else keeping close watch on the actions of their employees."

Grain cargoes from this port are scarce; in fact, only a very few vessels loaded with grain have left Milwaukee since the strike ended, according to an old-time captain who recalls the days when a large fleet of grain boats plied between here and Buffalo. There is just as much grain shipped from our city as in the days past—probably more, but the advent of the car ferries has changed the situation, and the grain is now loaded into cars, rushed across the lake on floating tracks, and started on its way to the seaboard without delay.

There are at length signs that the protests of the Chamber regarding inadequate terminal facilities have been heeded by at least one of the two railroad companies that have a monopoly of the grain carrying trade to this city; for, during a recent visit of inspection made by several of the high officials of the Milwaukee road it was decided to increase the capacity of Eltr "C" by 100,000 bu. and to make extensive additions and improvements in the switching district which will tend to prevent any such congestion as that which brought business well-nigh to a standstill here last winter.

The health department has ordered the American Maffing Co. to remove a large stock of damaged grain which it had started to dry out and furbish up at its plant on 5th and Chestnut Sts. This point is in the center of the city and residents complained strongly of noxious odors. One whiff was enough for the inspector, and it is said that he gave his instructions by 'phone rather than plunge through the fumes. Work of this kind should be done on the outskirts of the city or at the lake-shore plants where there is a breeze to carry the smell away from the town.

The new Milwaukee Southern R. R. is having hard sledding, particularly since it ran up against the nine Socialist aldermen who form one of the unique exhibits of Schlitztown. How they came to fall in line with the representatives of the local traffic trust is not easily explained; they haven't been able to give any intelligent explanation, but it looks as though their votes might block the whole scheme. Poor Milwaukee seems fated to be second in railroad facilities to thousands of country cross-road stations that have some choice of carrying routes. However, "protest" meetings of citizens may have some effect.

Receivers here are greatly interested in the opening of the Rosebud Indian Reservation, for the reason that it lies directly west of a rich territory recently tapped by the Milwaukee road on one side of the Missouri and the N. W. on the other, which is furnishing heavy shipments for this market. The differentials are so low as to place Minneapolis practically out of competition, and local dealers are thus enabled to recoup a portion of the losses which they have sustained to that terminal in the sections lying farther north. It is hoped that rails will speedily be laid

through the land now made available for settlement, which is said to be very productive.

Private advices to local receivers indicate that, while there has been much damage from rust in certain sections, it will be fully or more than offset by the enormously increased production in others, particularly in Southern Minnesota and Northern Iowa. Barley, oats and rye are bringing forth "bumper" yields, and the outlook is favorable for corn; so that local grain men are looking forward to a big year. Such new grain as is coming in proves to be of excellent quality, being in most cases plump, sound and dry, the three requisites for prompt and favorable sale. The only exceptions are samples of rust-blighted wheat, although fit only for "chicken-feed." However, feed of any kind is a profitable commodity nowadays.

It will be of interest to the trade at large to know what connections are promised by the new Milwaukee Southern R'y which is now contending for the right to build into this city. They are as follows: C., B. & Q.; Great Western; Ill. Cen.; Rock Island; Santa Fe; Iowa Cent.; Ind., Ill. & Ia.; Alton; Vandalia; Chi., Peoria & St. L.; Big Four; Lake Erie & W.; Toledo, Peoria & W.; Peoria & Pekin; Pere Marquette (by car-ferry) and Wis. Cen. (at Burlington, Wis.). It can readily be seen what the building of such a line means to Milwaukee, and the citizens are thoroughly aroused over the action of the common council in holding it up. Hamlet's remark about "something rotten" appears to apply very handily,—so much so that mass-meetings of protest are being called.

The phase of the Bartlett, Frazier & Carrington case which strikes consternation to the minds of prominent members is the fact that, if one firm has been outraged in this fashion, what of the employees of others? There is, however, a more serious side to the matter, viz., the alleged complicity of supposedly reliable firms in the transactions of Baumann and Emery, and the good name of the board has been put in jeopardy. Sam Tallmadge started out at once to have an investigation of the whole matter made by the directors, and, at a special meeting held on the 17th, a committee of three was appointed for the purpose, but their names will not be given out, as it is believed that by keeping their identity secret much better results can be accomplished. The investigation will only involve the relations of the employees of B. F. & C. to other commission firms or traders, and their specific cases will not come up until after they have been disposed of by the courts. The committee is expected to have its report ready by Sept. 1st.

F. R. Morris is endeavoring to have the various grades of Dakota barley separately designated by the inspector as Dakota Standard, and No. 2, to distinguish it from Minnesota and Wisconsin barley, and a petition to the directors which he has prepared has been extensively signed by members of the Chamber. Owing to the fact that Dakota barley has a thinner hull than that raised farther East and ferments more quickly, its mixture with the product of Minnesota or Wisconsin is very undesirable. There has been much complaint on this score from maltsters who have been the victims of the practice. It is thought that the change in inspection will tend to keep this quality separate from the others and thereby im-

prove the reputation of the Milwaukee market, particularly in the East. The mixtures, as a rule, have not been made here, but the fact that they have been handled through local firms has placed the blame on the latter, even though they were themselves deceived by eltr. companies and mixing houses nearer to the Dakota fields. The matter has been considered by the directors and a favorable recommendation made, which will be voted on Aug. 25.—I.

WYOMING.

Wheatland, Wyo.—The Wheatland Roller Mill Co. will erect a 25,000-bu. eltr.

Joseph W. McCord.

We are pleased, and we know that our readers will share in our pleasure, at being able to present herewith the portrait of the greatest believer in association work

grain dealers of Ohio in organizing the first association of grain dealers, the purpose being to overcome and obtain relief from that burdensome abuse of lending grain bags. The records of association work in his state show that he has been a conspicuous participant in organized efforts of the grain trade of that state ever since.

Supply Trade

The Camp Grain Dump Co. is erecting a factory at Metamora, Ill.

The Portable Elevator Mfg. Co. has succeeded the White-Evans Mfg. Co. of Bloomington, Ill.

The Jeffrey Mfg. Co. of Columbus, O.,



Secy. J. W. McCord, Columbus, O.

the state of Ohio, which has produced so many great men, has yet brought forth.

Mr. McCord is such an enthusiastic believer in association work that he has long since turned over the management of his own business to his able lieutenant, W. S. Cook, who has been with the firm for a score of years.

Mr. McCord is Secy. of the Ohio Grain Dealers Assn., Ohio Grain Dealers Mutual Fire Ins. Assn., Central Ohio Grain Dealers Assn., and Ohio Shippers Assn., and Vice-Pres. of the Grain Dealers National Mutual Fire Ins. Co. Any other association which has a meritorious cause and needs a competent secretary, who will give all of his time needed for nothing, or next to it, should immediately get in correspondence with this enthusiastic champion of united effort.

Mr. McCord began his association work twenty-five years ago, when he assisted the

has issued a catalog of water elevators, including special price list No. 62B.

W. C. Noon, pres. of the W. C. Noon Bag Co. of Portland, Ore., died Aug. 9. He was highly esteemed by the grain dealers of the Pacific Coast.

The Model Gas Engine Works have been incorporated with \$100,000 capital stock, to acquire the business and plant of the Model Gas Engine Co. of Auburn, Ind., which some time ago failed.

'Tain't good judgment to plant a field and then never cultivate it—it ain't good judgment to plant a store and then not cultivate it with advertising.—White's Sayings.

Significant facts that are well to bear in mind when choosing a gasoline engine have been jotted down in a leaflet issued by the Foos Gas Engine Co. of Springfield, O.

The Millers Mutual Fire Insurance Co. of Alton, Ill., will do a direct agency business at Chicago thru W. M. Umbdenstock & Co. The company will write only a stock policy in Cook County.

L. S. Hogeboom of Minneapolis, Minn., northwestern representative of the Prinz & Rau Mfg. Co., recently suffered a stroke of partial paralysis, and will not be able to attend to business for some time to come.

The Book of the Four Powers is a beautifully illustrated pamphlet giving the reader a glimpse of the four branches of steam, gas, water and electric power, in which the Allis-Chalmers Co. of Chicago has made itself pre-eminent. The power generating units shown in the book are of the largest size. The cover of the book is a work of art in green and gold.

H. L. Day of Minneapolis, Minn., has received orders for his dust collecting equipment during the past few days for the Lahart Elevator Co., Minneapolis; Joseph Schlitz Brewing Co., Milwaukee; Big Four R. R. Elevator at Cincinnati; St. Louis & Iron Mountain Ry. elevator at Little Rock, Ark., to be operated by T. H. Bunch; and additions to system recently installed in Hubbard & Palmer's elevator at Kasota, Minn.

Late sales of Boss Car Loaders by the Maroa Mfg. Co. of Maroa, Ill., include shipments to Jennings & Smith, Metcalf, Ill.; Woodston Mercantile and Shipping Assn., Woodston, Kan.; Hazelton Elevator Co., Hazelton, Kan.; F. G. McLain & Co., Hazelton, Kan.; J. K. Hinkle & Co., Woodville, Ind.; M. J. Lee, Attica, Ind.; C. W. Hartley Grain Co., Goodland, Ind.; Roszel & Hale, Troy, O.; Baum & Herr, Groveport, O.; E. P. Rollman, Dodson, O.; Price & Bruce, Crawfordville, Ind.; J. R. Ash, Milan, Kan.; H. L. Strong Grain Co., Conway Springs, Kan.; F. W. G. Kopplin, Atterbury, Ill.; H. A. Rice, Cambria, Ind.; Farmers Elevator Co., Wausa, Neb.; Atwood & Snyder, Erwin, S. Dak.; Watertown Grain Co., Watertown, Wis.; Farmers Elevator Co., Illiopolis, Ill.; Moses Bros. Mill & Elevator Co., Great Bend, Kan.; Upton Lumber Co., Pierce, Neb.; Scudder Grain Co., Doniphan, Neb.; J. A. McNoughty, Armourdale, Kan., and J. H. Jacobs, Arrowsmith, Ill.

F. M. Shaw Fell to His Death.

Frank M. Shaw, superintendent for the D. Rothschild Grain Co., at Davenport, Ia., met a terrible death on the morning of Aug. 16.

While alone in the cupola replacing the covers on empty bins Mr. Shaw, in some manner unknown, fell to instant death. The bins are 44 feet deep; and during the progress of his fall Mr. Shaw struck one of the iron tie rods, which cut a deep gash thru his skull.

Mr. Shaw was well known at Chicago and at Minneapolis, where he was formerly superintendent for Armour Grain Co., and the Interstate Elevator Co. He was 45 years of age, and is survived by a wife and four children.

That frosted Canadian wheat is not subject to the duty of 25 cents per bu., but is dutiable at the rate of 10 per cent ad valorem, is the contention of W. P. Devereux & Co., of Minneapolis, in a claim they have before the collector of customs.

Board of Trade Transactions and the Illinois Bucket- Shop Law.

One of the most remarkable decisions of the Illinois Supreme Court is that against the Weare Commission Co., in which a rehearing was denied June 8.

The decision is of importance because the transactions declared to be unlawful are identically the same as the dealings of all private wire houses and every grain commission firm executing speculative orders in grain futures.

With this decision as a club the police authorities and the prosecuting attorney in every county in the state have it in their power to levy blackmail on commission merchants who execute orders for future delivery.

The Weare Commission Co., whose officers were members of the Chicago Board of Trade, on Feb. 6, 1902, opened a branch office at Princeton, Ill., and placed it in charge of F. E. Flower as its agent, and the continuous quotations of the Chicago Board of Trade, as telegraphed, were posted on a blackboard. Flower received orders from customers at Princeton, telegraphed them to Chicago, and the Weare Commission Co. executed them in its own name upon the Chicago Board of Trade. The Weare Commission Co. telegraphed its agent the execution of the orders, and also mailed to each customer a blank filled out with the details of the transaction, as required by the rules of the Board of Trade.

An indictment on the charge of keeping a bucket-shop was returned by the grand jury of Bureau County against the Weare Commission Co., Jan. 9, 1903, on the testimony of two customers whose orders had been executed on the Chicago Board of Trade. Notwithstanding the strong defense made by Henry S. Robbins, attorney of the Chicago Board of Trade, the court found the Weare Commission Co. guilty, and the decision has been sustained by the Illinois Supreme Court.

Kruse, the customer on whose evidence the company was convicted, testified that in December, 1902, he bot 1,000 bus. of wheat at about 70 cents per bu. for May delivery, and put up \$30 as margin. He did not receive any wheat, but sold out at a profit before the day for delivery arrived. Afterwards he bot another 1,000 bus. of wheat at 77 cents per bu. for May delivery, and paid \$30 as margin, and also sold that wheat at a profit before the day for delivery. When Flower sold him this wheat he said, "Now, your intention is to take this wheat if they deliver it to you?" and he answered, "Yes, sir." Kruse testified that he bot with the intention of taking the wheat, if he stayed with it till delivery day came; but that he intended to sell before the time for delivery.

Part of the syllabus follows:

2. Defendant corporation opened a broker's office at P., and placed the same in charge of F. Grain quotations were sent to F. by telegraph, and by him posted for the information of customers. F. received orders from two customers for the purchase of grain on margins for future delivery, one of whom, however, stated to F. that he intended actually to receive the grain. F. sent the orders to defendant at C., by which the grain was purchased in its own name on the Board of Trade, according to the Board of Trade rules, after which defendant sent to the customers a bill of sale showing the purchases and the persons from whom the grain was bought, also containing a statement that the customer contemplated actual delivery. The grain, however, was never delivered, the

customers both selling out at a profit before the option matured, for which they received credit from defendant; and both testified that they did not intend to keep the grain until the maturity of the option, one of them, at least, being wholly unable to pay for the grain purchased. The sales were made through the office in charge of F. under a rule of the Board of Trade authorizing settlement in that manner before the maturity of the option. Held, that such transactions were speculative merely, and sustained a conviction of defendant for keeping a place for the pretended buying or selling of grain, in violation of 1 Starr & C. Ann. St. 1896, c. 38, par. 262.

3. 1 Starr & C. Ann. St. 1896, c. 38, par. 262, prohibiting any person from keeping any bucket-shop or place for the pretended purchase and sale of grain on margins, where delivery of the grain purchased is not intended, is not limited to bucket-shops and bucket-shopping, but includes all places wherein gambling in grain is permitted or conducted in any form.

Judge Magruder said: "It is insisted by counsel for plaintiff in error that the intention of the customer or purchaser to buy the grain without any intention of receiving it, but with the intention of selling it upon a rise in the market price, and thereby making the difference between the contract and the market prices, may not be known or communicated to, or participated in, by the keeper of the place, and that such keeper ought not to be punished for the unlawful intention of his customer, unless he is a party to that intention and participates in it.

"The Legislature have, as they might, rendered it unnecessary to show the intention of the keeper of the office, or place, to bring the transaction within the prohibition of the statute. The statute presumes, and the decision thus criticised presumes, that, where a man keeps a place where gambling in grain is permitted, he must necessarily intend to permit it; otherwise, he would not keep the place where it is carried on by other parties. The testimony in this record shows no instances where there were any legitimate transactions in grain; that is to say, purchases or sales of grain, wherein there was actual delivery of the grain. All the transactions taking place at the office in Princeton, so far as they are shown by the proof in the record, were transactions where grain was ordered to be delivered in the future, and then sold out upon a rise in the market before the day of delivery arrived. Where such transactions are carried on in the office of a particular person, and with his aid and concurrence, a presumption of his knowledge of what is going on is made by the law, without any requirement of proof on the part of the people or prosecution.

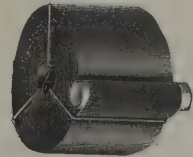
"When Kruse gave the order for the purchase of the grain, and made his deposit, and then, as soon as there was a rise in the market price, sold out the grain, the presumption is that he intended, when he first made the purchase, to sell out as soon as there was a rise; and when the plaintiff in error, or its agent, aided him in the transaction, and helped him to carry out the transaction in this illegal way, it is idle to say that the plaintiff in error did not know what the intention of Kruse was.

"Counsel contends that the object of the act of 1887 was merely to suppress bucket-shops and bucket-shopping. But it was held in Soby v. People, supra, that the act was intended to go further, and to suppress all places wherein was conducted or permitted gambling in grain or produce in any form. It makes no difference whether the places or offices where such gambling is conducted are the offices of commission merchants, or members of the Board of Trade of Chicago, or not."

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The Spear Safety Envelope is best suited to the needs of grain dealers. Write for samples Manufactured by the
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Minneapolis, - - - Minn.

The Whitman & Barnes Mfg. Co.



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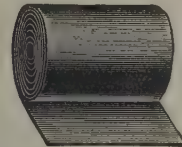
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Stretches any belt to proper tension. Readily applied; one man does all the work. Clamps can't slip nor mar. No wrench needed. Strong, durable, economical - a great time and labor saver. Write for full description and prices.

**Conner Belt
Stretcher Co.**
101 Conner Street,
Pendleton, Ind.



Wheat Production in Argentina.

The country grain buyers in Argentina come from all parts of the world. In the grain trade are heard nearly all modern languages: Spanish, Italian, English, French, and German are spoken on all sides. Russians are there, too, but they speak one of the languages just referred to.

The grain dealer thrusts a trier into

immense 2 or 4-wheeled wagons, shown in the engravings herewith, for which we are indebted to the U. S. Dept. of Agriculture. The wheels are 8 ft. in diameter. One mule is hitched between the thills, and a dozen or fifteen others are hooked on with ropes tied to the axle, to the thills or the frame of the cart. The 4-wheeled carts have front wheels about half the diameter of the rear wheels, and carry 4 to 6 tons. Usually

wagons and loading the cars costs eight-tenths of a cent, U. S. currency per bu. Every sack must be handled by men every time it is moved.

Wheat awaiting shipment or higher prices is generally stacked in great piles of bags clothed on top and sides with immense canvas covers. The buyers often classify and repile wheat, as seen in the engraving, before sending it on to the seaport.

Grain growing in Argentina is under conditions that prevent rapid progress. The land was given originally to influential men in large tracts and is rented to Italian immigrants who can neither read nor write and whose only hope is to skim the cream of the land and then depart for new soil or go back to Italy. The small farmer who tries to buy a farm is at a disadvantage. The farmer has to pay a tax when he sells his grain of 1.1 cents per bu. The laws are not administered with justice. After having been robbed right and left the poor colonist leaves the accursed country for Europe or the United States. A large number of the Welsh colonists in the Chubut River valley left in 1902-3 for Canada. Altho the area of land in Argentina suited to wheat growing is capable of producing a crop double that of the United States at the present time its enormous possibilities will not be realized under present political conditions.

All the wheat grown in Argentina for export is semi-soft, known there as bread wheat. A comparatively small amount of hard wheat is grown for macaroni. The favorite sort is known as barletta, a variety brot from Italy, and resembling American red wheat. It produces fat, dark colored, smooth, rich grains and does not degenerate. Next to barletta in popularity is Russian wheat, very similar. Hungarian is the variety third in commercial importance.



Unloading Wheat Carts, Coronel Suarez, Argentina.
After Bicknell, U. S. Dept. of Agriculture.

each bag as the peons carry the grain from pile to car or from one pile to another when the ownership changes. The bags are also weighed on small scales at the same time. It requires great dexterity and a high order of expert knowledge to estimate each bag correctly in this manner; and each bag must be so examined to make sure.

In every case the buyer must watch sharply or he will buy bad wheat mixed with good, cleverly arranged to deceive him. Where buyers are receiving wheat at 200 different stations it is not possible to have a perfectly competent and reliable agent at every station. Some of the most competent wheat buyers spend their entire time in the country stations during the busy season, dividing their attention among several stations, inspecting the wheat bot and keeping very close watch. They are quite familiar with all the tricks of the trade and can hardly be deceived.

The only official grading of wheat in the Argentine is done for the Rosario market by the local Board of Trade. In all other markets each buyer fixes his own standard. No system of government inspection has ever been tried in Argentina. The effort made to pass a law in 1902 failed because exporters objected that it would mean the appointment of 500 inspectors. The few elevators are found only at terminal ports; and, with a single exception, are owned by the railroads, which are required by law to grant free storage at all stations for cereals offered for shipment. The government has just granted a concession to the Belgian syndicate of Buenos Ayres to construct and operate grain elevators at country stations.

Wheat is hauled to market usually in

the hauling is done by cartmen who make a business of it and not by the wheat growers. The prices for hauling vary from 20 to 30 cents per bag of 154 pounds for distances above 20 miles. At



Hauling Wheat to Market, Province of Buenos Aires.
After Bicknell, U. S. Dept. of Agriculture.

a place 33 miles from the stations the cartmen received 26 cents a bag.

The common method of loading cars, as shown in the engraving herewith, is by hand. The work of unloading the

Corn oil amounting to 3,215,575 galls. was exported during the 12 months prior to July 1; against 3,788,035 galls. during the corresponding period of 1902-3.

Cobs

Hay exports for the 12 months prior to July 1 were 60,730 tons, against 50,974 tons during the corresponding period of 1902-3.

Malt exports for the 12 months prior to July 1 have been 438,580 bus., against 347,147 for the corresponding period of 1902-3.

A process for giving cottonseed oil the drying qualities of linseed oil is said to

decisive battles of the Russo-Japanese war, says an experienced speculator.

Linseed oil cake amounting to 668,868,722 pounds was exported during the 12 months prior to July 1; against 570,908,149 pounds during the corresponding months of 1902-3.

Beans and dried peas amounting to 978,187 bus. were imported during the 12 months prior to July 1; compared with 1,688,665 bus. during the corresponding months of 1902-3.



Wheat Piles, Southern Railway, Argentina.
After Bicknell, U. S. Dept. of Agriculture.

have been discovered by W. W. Wells of Vicksburg, Miss.

The acreage of buckwheat on Aug. 1 was 1.3 per cent less than a year ago. Its condition was 92.8; compared with 93.9 a year ago.

Each big advance in the wheat market will culminate on the announcement of

Exports of glucose for the 12 months prior to July 1 amounted to 152,768,716 pounds; against 126,239,981 pounds during the corresponding months of 1902-3.

Buckwheat exports for the 12 months prior to July amounted to 31,006 bus.; against 117,953 bus. during the corresponding period of 1903.



Transferring and Weighing Wheat Piles, Coronel Suarez, Argentina.
After Bicknell, U. S. Dept. of Agriculture.

The AKRON IMPROVED GRAIN and SEED TESTER

Warranted true to the U. S. Standard Winchester Bushel.



Three
Sizes

1 Pint \$6.00
1 Quart 6.75
2 Quarts 7.50

Testers sent on approval to be returned at our expense, if not satisfactory.

A. S. GARMAN & SONS, Akron, O.



BE SURE

To equip your Grain Elevator Building with our light self-lifting passenger lifts. Strong and substantially made.

INEXPENSIVE, QUICK.

No more work climbing stairs. Cost no more than stairways and take up one-quarter the room.

Correspondence invited.

SIDNEY ELEVATOR MFG. CO.

Sole Manufacturers - SIDNEY, OHIO

The F. R. MORRIS GRAIN DRIERS

stand at the head for perfect work. Do not install a high priced grain drier without investigating. Any capacity from 1,000 to 10,000 bushels per day to suit requirements can be furnished. A thorough investigation will convince anyone that the MORRIS DRIER is the only drier that will dry grain without injuring its natural luster or hurting the fiber of the kernel, thereby causing it to break up in handling. This one fact alone demonstrates its superiority over all others.

The conditioners and coolers for grain getting slightly out of condition are a great addition to any elevator and where the moisture is not too great but where a large amount of excess moisture is present then the drier must be used. Do not delay until you have lost grain enough by deterioration to pay for a drier but make up your mind and order at once. Address,

F. R. MORRIS, Milwaukee, Wis.

Grain Purifying

When properly done is the most profitable work in the elevator, and costs very little.

Must, Smut and Mold Odors, Water and Climatic Stains Removed, leaving grain clean in appearance and with natural aroma.

Every elevator is interested in this work, and you should write us by next mail for description and grain samples of work. Address

Caldwell & Barr

EARL PARK, INDIANA

Patents Granted

Gas Engine. No. 767,549. Adam S. Dickson, Woodbury, N. J.

Fuel Supply for Explosive Engines. No. 767,483. Abbot A. Low, Horseshoe, N. Y.

Valve Gear for Internal Combustion Engines. No. 767,794. Alanson P. Brush, Detroit, Mich.

Regulator for Feed of Grain. No. 767,762. Robert H. McClelland, Nathalia, Australia.

Malt Turning Apparatus. No. 766,230. Gustav Eisner and Fritz Worz, Munich, Germany.

Cooling Means for Gas Engine Cylinders. No. 767,556. Nels E. Egge, Welcome, Minn.

Engine No. 12,255. Chas. A. Braden, Butler, Pa., assignor to the Braden Gas Engine Co.

Muffler. No. 768,013. Norman T. Harrington, Detroit, Mich., assignor to Olds Motor Works, Detroit.

Electric Sparking Plug for Gas Engines. No. 766,166. Albert Buchner and Elmer P. McClure, Chicago, Ill.

Pea Huller. No. 766,644. Cyrus W. Moore, Milan, Tenn., assignor of $\frac{1}{2}$ to Calvin L. Thompson, Milan.

Bag Holder. No. 768,018 (see cut). Ronald Ross, Beaverton, Mich. The sack is drawn about the lower end of the vertical spout and the slack gathered up and held in a clamp composed of two pieces of spring metal and operated by a lever.

Portable Conveyor. No. 767,824 (see cut). Wm. L. McCabe, Seattle, Wash. The middle pulley of the conveying belt carrier is adapted to be raised or lowered simultaneously with a change in the inclination of the side pulleys, to change the degree to which the belt is cupped.

Grain Car. No. 766,871 (see cut). Michael Brosnan, Chicago, Ill., assignor to Leon Garrow, Chicago. The floor of the car is made in sections hinged, to be raised so as to form a hopper bottom. Four blowpipes, two at each end of the hopper, force the grain down and out.

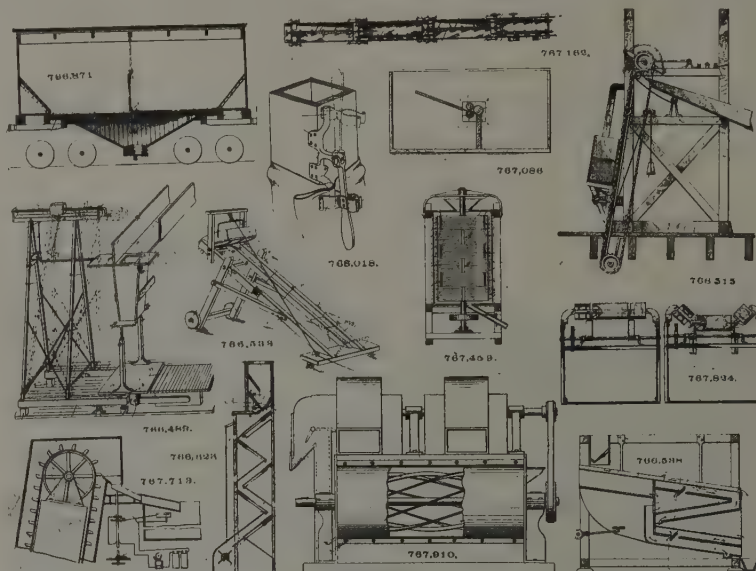
Grain Weighing and Bagging Scale. No. 766,489 (see cut). August G. H. Bostelmann, Fair Oaks, Ark. The bag is filled from a hopper having a cutoff. The cutoff is actuated by a tilting superstructure supporting counterweights and the filled bag depresses the lever that tilts the superstructure.

Rice-Polishing Machine. No. 767,459 (see cut). Rosia W. Welch, Baltimore, Md., assignor to Royal Milling & Mfg. Co. The machine comprises a framework containing a vertical rotary cylinder on which are secured a number of combs, each comb provided with spring-teeth in contact with a screen inclosing the cylinder.

Signal for Grain Bins. No. 767,713 (see cut). John G. Raygor and Clifford Slife, Dedham, Ia. As soon as the grain which is filling the bin rises near the top its pressure against a plate on the wall of the bin closes an electric circuit and rings a bell. The movement of the distributing spout to a bin sets the device in action for that particular bin.

Grain Scourer. No. 767,910 (see cut). John E. Mitchell, St. Louis, Mo. Within a casing revolve two sets of beater blades in opposite directions so as to throw the grains against one another and to feed the grain thru the machine. Air is admitted around the shafts of the beaters and passes from the cylinder thru perforations in the top of the casing, on which is mounted a pair of fans.

Grain Elevator. No. 766,533 (see cut). Freeman Scott, Decatur, Ill. The carrier of the grain is drawn up an inclined runway by a rope and pulley, the rear end of the carrier being raised by the rope as the carrier reaches the top of the elevator. One end of the runway moves upon casters and the other upon wheels. The standards are foldable, to lower the runway into a substantially horizontal plane.



Machine for Shelling Peas, Beans or the Like. No. 767,086 (see cut). Jas. P. Scovill, Wyoming, O. The shelling is effected by a roll having continuous intersecting right and left hand helical ribs, formed by wires inserted in helical grooves in the rolls. The rolls rotate in opposite directions and are pressed resiliently together. An inclined feed table discharges the pods between the rolls. On the exit side of the shelling rolls is a deflecting roll having projections on its face.

Transporting Apparatus for Grain. No. 767,162 (see cut). Geo. W. McNear, Jr., Oakland, Cal. An inclined runway has oppositely-disposed extended portions at the respective sides of its lower end, rollers upon the extended portions, an endless conveyor mounted upon the runway, including chains operatively associated with the rollers, a supplemental roller arranged intermediate of the extended portions of the runway, having its axis in alinement with the axis of the first mentioned rollers, in combination with a trailer section having a conveyor thereon, including a chain associated with the supplemental roller.

Shaking Grain Separator. No. 766,538 (see cut). F. Marion Smith, Nashville, Mich., assignor to Huntley Mfg. Co., Silver Creek, N. Y. The shaking shoe contains an upper rearwardly inclined screen, under the rear portion of which is a rearwardly inclined cut-off plate. Under the front portion of the upper screen is a rearwardly inclined conveyor plate for the clear separated material, while under the cut-off plate is a forwardly inclined conveyor plate for the clear material. A lower screen is arranged in the rear of the shoe and is fed by the forwardly inclined conveyor plate. The lower screen also has a cut-off plate and a conveyor plate.

Elevator. No. 766,515 (see cut). Elmer C. Northrup, San Jose, Cal. The graduated scale beam. The weight of the box carrying the material to be elevated is raised by a sprocket chain having blocks to engage lugs on the gripping shaft of the box platform. As the boxes are inverted at the head of the elevator the material is dumped into a chute while the empty boxes are returned by a conveyor.

Grain Separator. No. 766,623 (see cut). Wm. W. Huntley, Silver Creek, N. Y., assignor to the Huntley Mfg. Co., Silver Creek. The separator comprises a feed hopper, an inclined screen, a vibrating distributing plate on one side of the hopper, a regulating valve on the other side of the hopper, a driving wheel arranged below the screen and rotated by the material escaping from the screen. The screen is composed of straight, flat strips arranged on edge lengthwise side by side, and having their upper edges folded over to increase the thickness of the upper portions of the strips, spacing devices between the strips, and ties for holding the spacing devices and the strips together.

Oats of last year's crop still in farmers' hands Aug. 1 are estimated by John Hyde, chief of the bureau of statistics, as 5.4 per cent; compared with 7.4 a year ago and 4.2 two years ago.

Rust and smut statistics regarding the oats and barley crops of 1904 are being collected by the Iowa State College, which has sent out a large number of report blanks to farmers.

Beans and dried peas of foreign origin amounting to 103,248 bus. were imported during the 12 months prior to July 1; compared with 43,491 bus. during the corresponding period of 1902-3.

Grain Carriers

Vessel men complain that the inner harbor at Milwaukee is shallow.

A 40-mile extension of the C., M. & St. P. is being surveyed from Sioux Falls to Madison, S. D.

A strong effort to have Congress enact a bill to legalize pooling will be made by the railroads, it is said.

A. Betts of Spokane and others will build 95 miles of railroad from the Columbia River to the Great Northern at Ephrata, Wash.

The ship-owners' combination is maintaining such high rates that grain exporters on the Pacific Coast contemplate shipping grain overland by rail.

A new proportional tariff on grain originating beyond St. Louis, effective Aug. 21, of 6 cents to Chicago, has been issued by the Burlington road.

More than half of the Ottawa Transportation Co.'s line of 70 barges are idle, the season being the worst ever experienced by the St. Lawrence River barge lines.

To allow shippers to work off the stock of printed bills of lading on hand the trunk lines have been authorized to delay enforcing the uniform bill of lading until Jan. 1.

A car of grain passing thru Oswego, Ill., recently caught fire from a hot box, and some shipper on the Burlington has a legitimate claim against the road for damage by smoke and water.

Union grain trimmers are still actively picketing at Chicago. The steamer Geo. N. Orr was loaded at Armour Eltr. D,

Aug. 17, without having its oats cargo trimmed. This is the first instance where a large boat has taken an oats cargo without trimming.

Grain freights have been dull during the boom in the wheat market, as the grain was worth more at the upper lake ports than east. Boats were offered at Chicago last week at 1 cent on corn to Buffalo.

The rumored control of the Mobile, Jackson & Kansas City and New Orleans & Northeastern Railroads by the 'Frisco system may strengthen New Orleans as a competitor for what Illinois corn now goes to the eastern seaboard.

The transportation committee of the Chicago Board of Trade recently made a protest against the rate of 28½ cents from Kansas City to the seaboard by way of St. Louis and Toledo; compared with 29½ cents by way of Chicago.

The Texas railroad commission recently issued an order compelling railroads to apply carload rates on the entire lot of a single shipment which is in excess of even carloads. That is to say, when a shipment is to be forwarded, "the first car or cars must be loaded to their full capacity subject to established rules for minimum weights, and the actual weight of the balance, provided it is loaded in a box car, is to be charged for at the carload rate."


To illustrate, a grain shipper has 70,000 pounds of wheat to ship and a 60,000-pound capacity car is furnished, which can be loaded under the rules with 66,000 pounds, or 10 per cent above marked capacity. The remaining 4,000 pounds can be put into a box car and the railroad would be obliged to haul it on the basis of the carload rate.—Railway Age.

Beans and peas amounting to 248,805 bus. were exported during the 12 months prior to July 1; compared with 232,841 bus. during the corresponding months of 1902-3.



Cover's Dust Protectors
RUBBER PROTECTORS, \$2.00
METAL " " 1.50
SENT POSTPAID ON RECEIPT OF PRICE; OR ON TRIAL TO RESPONSIBLE PARTIES. HAVE AUTOMATIC VALVES AND FINE SPONGES.
H. S. COVER
153 Paris St. South Bend, Ind.

The Best Car Mover
moves any size car, loaded or empty, with ease, under any ordinary condition. Works under the brake beam. Shipped promptly to responsible parties on 30 days' trial. Never had one returned. No elevator equipment complete without one.
O. S. POTTER, TOLEDO, OHIO.



TRIUMPH POWER CORN SHELLE
CO. BARTLETT & CO.
CLEVELAND O.

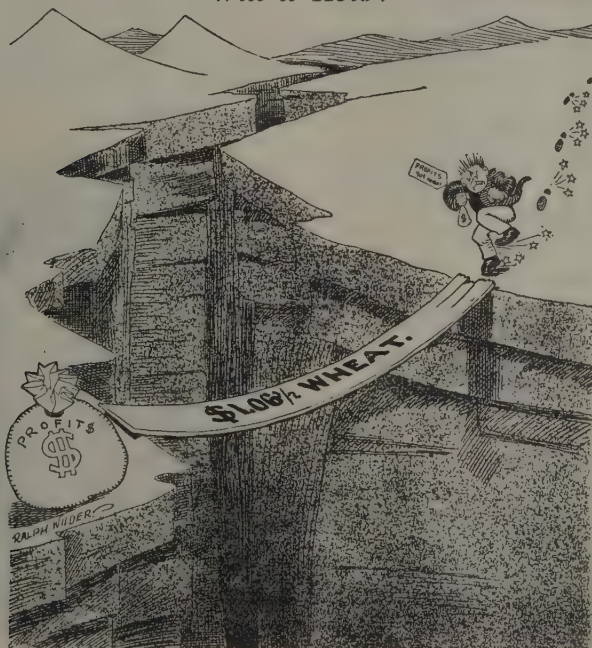
We Are Large Manufacturers of Steel Roofing, Corrugated Iron, Etc.



We furnish this material in large quantities for grain elevators all over the country. We also take contracts for doing this work complete.

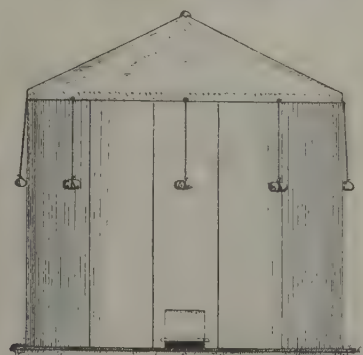
SYKES STEEL ROOFING CO., Chicago, Ill.

Will it Hold?



The man who bought his wheat at Ninety or thereabouts would like to know.—Chicago Record-Herald.

PORTABLE GRAIN BIN



800 to 2,000 Bushels Capacity.

Can be set up or taken down in a few minutes. May be set under the elevator of a machine. A handy Bin for either farmer or grain dealer. Furnished with or without floor and waterproof cover with ventilator. We also manufacture Corn Cribbs and Wire Fence. Catalogue free.

THE DENNING FENCE WORKS

Cedar Rapids, Iowa

Supreme Court Decisions

In an action for conversion, by mortgagees of crops against a purchaser from the mortgagor, evidence held sufficient to establish prima facie nonpayment of the mortgage.—*Zorn v. Livesley*. Supreme Court of Oregon. 75 Pac. 1057.

Crops raised on leased property, when matured or severed from the soil during the term of a tenant's lease, become personal property.—*Meffert v. Dyer*. Kansas City Court of Appeals, Missouri. 81 S. W. 642.

A stipulation in a bill of lading for notice of claim within 90 days is restricted to claims against the initial carrier, and cannot inure to the final carrier's benefit.—*Grayson County Bank v. Nashville, C. & St. L. Ry.* Court of Civil Appeals of Texas. 79 S. W. 1092.

An agreement between a landlord and tenant, by which the landlord was to receive as rent a proportion of the proceeds of grain and hogs raised by the latter, did not constitute a partnership, the landlord having no interest in the hogs, but only in the proceeds.—*Randall v. Ditch*. Supreme Court of Iowa. 99 N. W. 190.

Where defendant warehouseman contracted to store plaintiff's goods in one building, and plaintiff had them insured as located therein, but defendant stored them in another building, where they were destroyed by fire, defendant is liable therefor.—*Hudson v. Columbian Transfer Co.* Supreme Court of Michigan. 100 N. W. 402.

In order to estop a mortgagee of a crop to assert his rights against a purchaser by any act of the mortgagor, unless he acts as the mortgagee's agent for the sale of the crop, the mortgagee must have had knowledge of the mortgagor's intention, and the purchaser must have relied thereon in ignorance of the truth.—*Zorn v. Livesley*. Supreme Court of Oregon. 75 Pac. 1057.



R. E. York, Portage, Wis.
Pres. Wis. Grain Dealers Assn.

A share of the proceeds of the sale of crops and hogs raised by the tenant on the demised premises, which he agrees to pay the landlord for their use, is rent, and the landlord has no interest in the crops or animals until set apart to him, but at most a lien on them for the rent.—*Randall v. Ditch*. Supreme Court of Iowa. 99 N. W. 190.

It does not justify a railroad, in refusing to accept a shipment of freight from another road, that it was tendered in cars of other companies on which it would have had to pay charges, while on its line, though it had an ample number of its own cars.—*Texas & P. Ry. Co. v. Texas Short Line Ry. Co.* Court of Civil Appeals of Texas. 80 S. W. 567.

Where a servant of an elevator company was killed by the negligence of other servants of the company in moving certain cars on a switch track within the elevator, deceased and the employees whose negligence caused his death were fellow servants.—*Sauls v. Chicago, R. I. & T. R. R. Co.* Court of Civil Appeals of Texas. 81 S. W. 89.

A warehouseman is not required to deliver property stored with him, and for which he has issued a warehouse receipt pursuant to statute (3 Gen. St. p. 3746), merely upon a written demand being made upon him therefor by some person other than the receipt holder, who claims to be the owner thereof.—*Wheeler & Wilson Mfg. Co. v. Brookfield*. Court of Errors and Appeals of New Jersey. 58 Atl. 352.

Where a fire insurance policy contained a provision for arbitration in the event of disagreement as to the amount of loss, insured could not contend that there was no disagreement necessitating arbitration after she and the company had, in writing, stated their disagreement, and each had selected an arbitrator.—*Fowble v. Phoenix Ins. Co. of Hartford, Conn.* Kansas City Court of Appeals. 81 S. W. 485.

In an action against a warehouseman for conversion, evidence showing that defendant did not exercise the ordinary care required of him as a warehouseman was sufficient to cast upon him the burden of showing that the loss, which was by fire, was not by reason of his negligence, but was the result of some agency disconnected with himself.—*Dieterle v. Bekin*. Supreme Court of California. 77 Pac. 664.

The carrier must bear the risk of delivering the goods to the person entitled to them, under the bill of lading and its indorsements; and where the bill directs delivery to the vendor's order, or his assigns, the carrier is notified that he must not deliver to the consignee without the bill properly indorsed by the consignor, and if he delivers otherwise he will be liable.—*Grayson County Bank v. Nashville, C. & St. L. Ry.* Court of Civil Appeals of Texas. 79 S. W. 1092.

Under Civ. Code, Sec. 2972, providing that the lien of a mortgage on a growing crop continues after its severance from the land "so long as it remains on the land of the mortgagor," a lien is lost only where the crop, after severance, is removed by the mortgagor or by some third person from the mortgagor's land, and not where the mortgagee, in pursuance of the terms of the mortgage, removes the crop for his better security.—*Summerville v. Stockton Milling Co.* Supreme Court of California. 76 Pac. 243.

Where a bill of lading taken to the order of the seller is indorsed by him, and attached to a draft upon the purchaser for the price, and the draft is delivered to a bank for collection, or is discounted by the bank in reliance on the security of the bill of lading, title does not pass to the purchaser until, by payment of the draft, he has obtained possession of the bill.—*Grayson County Bank v. Nashville, C. & St. L. Ry.* Court of Civil Appeals of Texas. 79 S. W. 1092.

A contract by which defendant acknowledged the receipt of certain grain bags, and agreed to ship them, filled with grain, to plaintiffs during the ensuing season, and that all bags not shipped or accounted for on a date mentioned in the receipt would be paid for at a stipulated price, does not bind defendant absolutely to pay the stipulated price for all bags not shipped by that date, but gives him the option to pay or account therefor.—*Curtin v. Ingle*. Supreme Court of California. 77 Pac. 74.

Where a customer directed his brokers to sell 500 shares of stock held for his account, and they, through another broker, B., sold them in five separate lots, of 100 shares each, B. selling one of them to himself, and plaintiff, when the sales were reported to him, made no objection to their having been sold in 100-share lots, the purchase of the 100 shares by B. will avoid the sale only as to such 100 shares.—*Evans v. Wrenn*. Supreme Court of New York. 88 N. Y. Supp. 617.

Where a servant of an elevator company was injured by falling into the hold of a vessel, alleged to have resulted from the negligent shutting off of the light from the hatches by the seamen, a requested instruction that defendant was entitled to close its hatches in the rain and was not at fault for having no light in the tank or on the orlop deck, and was not bound to furnish electric light for the elevator company's men, was properly modified by adding that such right to shut off the light was to be considered with reference to defendant's relation to plaintiff while using the hatch light as bearing on the question of defendant's negligence.—*Netherlands-American Steam Nav. Co. v. Diamond*. U. S. Circuit Court of Appeals. 128 Fed. 570.



G. C. Julius Spoerri, Milwaukee, Wis.
Secy. Wis. Grain Dealers Assn.

It being a criminal offense, by the statute, for a warehouseman to deliver property for which he has issued a warehouse receipt to any other person than the receipt holder, upon the surrender and cancellation of such receipt, unless the property is to be delivered through a removal thereof by operation of law, the warehouseman cannot be held liable in a suit in trover for the value of the property if he shall deliver it to the receipt holder after a written demand be made upon him by one claiming to be the owner, but before the property has been removed from his custody by operation of law.—*Wheeler & Wilson Mfg. Co. v. Brookfield*. Court of Errors and Appeals of New Jersey. 58 Atl. 352.

Under Code, Sec. 2992, providing that a landlord shall have a lien on the crops and all personal property kept or used on the premises during the term, and section 2993, providing that the lien may be effected by the commencement of an action in which the landlord will be entitled to a writ of attachment, the seizure and sale of such property under a general execution issued on a judgment in favor of a landlord against a tenant for rent is authorized, though in possession of a bona fide purchaser for value, under a contract between the tenant and purchaser executed prior to bringing the landlord's action, the purchaser, having full knowledge of the lien at the time of the purchase. (Affirmed by divided court.) *Staber v. Collins*. Supreme Court of Iowa. 100 N. W. 527.

By Interstate Commerce Act Feb. 4, 1887, c. 104, Secs. 2, 3, 24, Stat. 379, 380 [U. S. Comp. St. 1901, pp. 3155, 3156], and Code 1892, Secs. 4287, 4290, prohibiting discrimination in railroad rates by the giving of unreasonable preference to any person or locality, all discriminations are not forbidden, but only discrimination against some person, locality, or corporation, made for the advantage of the carrier, or by receiving greater or less com-

pensation from one class of persons than from another for similar services; and hence a contract by a railroad to maintain rates from a factory not exceeding, to competitive points, the rates from two other places, is not, on its face, void for discrimination. Neither is a "milling in transit" agreement, by which the railroad contracts to credit on the freight charges on manufactured goods any freight on raw material shipped to the factory, violative of these sections.—*Laurel Mills v. Gulf & S. I. R. Co.* Supreme Court of Mississippi. 37 South. 134.

Rev. St. 1899, Sec. 5054, declares that all bills of lading given by any carrier may be transferred by indorsement in writing and the delivery thereof so indorsed, and that any person to whom the same may be so transferred shall be deemed and held to be the owner so far as to give validity to any transfer given on the faith thereof. The owner of a car load of corn sold the same "for cash," and surrendered the bill of lading to the purchaser, and wrote the agent of the railroad which had the car to send it to a specified carrier via a certain elevator, it being understood that payment should be made when the weight of the car was determined at the elevator. The car was sent to the elevator and weighed, but, instead of being delivered to the railroad company which had been specified, was, by order of the purchaser, delivered to another railroad company, and a bill of lading taken out by the purchaser was indorsed and delivered to plaintiff. The purchaser failed to pay for the corn. Held, that title to the corn passed to the purchaser, so as to enable him to transfer it to plaintiff, an innocent purchaser. The original owners of the corn were estopped to claim it as against plaintiff.—*Third Nat. Bank v. Smith*. St. Louis Court of Appeals, Missouri. 81 S. W. 215.

Roumania has temporarily prohibited the export of corn.

FIRE INSURANCE

MILL OWNERS MUTUAL FIRE INSURANCE CO.

Des Moines, Iowa.
Insures Mills, Elevators, Warehouses and Contents. Oldest Flour Mill Mutual in America. Saved to Members nearly \$1,000,000.
J. G. SHARP, Secretary, Des Moines, Iowa.

Millers' Mutual Fire Insurance Association of Illinois.

ALTON, ILLINOIS.

"In times of harvest lay aside a portion for a rainy day." Isn't that good advice? Well then, carry your insurance in this Company. In twenty-seven years of Underwriting we have saved about one-half of the cost of insurance to Policy-Holders. Think of what that means. Instead of paying \$100 a year only \$50. Isn't that good practice?

Cash Assets \$ 167,000.00

Net Cash Surplus..... 97,000.00

Deposit Notes..... 1,025,000.00

We write mills elevators, grain warehouses and stock in them, for a long or short term as required. Write to our office and see for yourself.

D. R. Sparks, Pres. A. R. McKinney, Secy.

Indiana Millers Mutual Fire Insurance Company

OF INDIANAPOLIS, IND.

MILLS AND ELEVATORS ONLY

Purely Mutual.

E. E. PERRY, Secretary.

Grain Insurance

AT ACTUAL COST

Furnished by

Elevator Owners

who exchange indemnity with each other.

Arrange Now

For Insurance for the
coming season

Write for information

U. S. EPPERSON

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407-8-9 Kemper Bldg., Kansas City, Mo.

ELEVATOR AND GRAIN INSURANCE

The Old Reliable Michigan Millers

Mutual Fire Ins. Co.

of Lansing, Mich.

Assets	\$1,500,000
Losses paid	1,000,000
Net cash assets	255,000

Reliable Insurance ...

On Modern elevators and Contents can be secured at about one-half the rates charged by stock companies by addressing

MILLERS NATIONAL INS. CO.

205 La Salle Street, CHICAGO, ILL.

Chartered 1865 Assets, \$3,380,676.56

Net Cash Surplus, \$466,594.95

W. L. Barnum, Sec'y.

COMPETE ON AN EQUAL BASIS

You cannot compete with other dealers and pay higher railroad rates than they do, nor can you compete and pay higher insurance rates. Many of your neighbors are insuring their elevators at the actual cost with the

GRAIN DEALERS National Mutual Fire Insurance Company INDIANAPOLIS - INDIANA

It will pay you to send us the dates your insurance expires and let us figure with you.

C. A. McCOTTER, Secretary.

Associations—Word from the Commission Merchant.

Told to the Idler.

"Not many years ago," said the commission merchant, as he settled back in his chair, "I was strongly opposed to the state assn. I didn't propose to be dictated to in relation to my business, and I had a running controversy with a couple of them which might be referred to now as the 'late unpleasantness.' At present the house is on good terms with them all. This was brot about largely thru our traveling men, who, being in constant touch with dealers thruout our territory, were in a better position than any of the firm to know how things were going.

"Since the fight was called off I have been surprised and gratified to note the variety of ways in which we have been benefited, directly or indirectly, from the work of the several organizations.

"The Journal seems to have gotten a line on most of these, but there is one that I have never seen mentioned and that is the particular phase of 'grievances' in which we are especially interested.

"Formerly we learned of dissatisfaction among our shippers mostly thru letters, and the manner in which some of them closed up without saying a word was exasperating. Shipments simply stopped, for no cause that we cud discover, and our inquiries as to the reason met with no response.

"Now, however, the situation is different. Dealers have learned thru the assn. to write promptly when things do not suit them, and we are thus given an opportunity to explain or correct, one or the other of which we are anxious to do when a matter does not look right.

"It is at the conventions, however, that we regain many of our shippers who have felt 'put out' about something which they didn't consider important enuf to make the subject of complaint. Often these are a bit brusque or reserved on meeting one of our representatives; but when they mellow up after dinner, 'soda-water' or cigars, they usually make some reference to the happy days gone by which gives our man the opening he wants. As soon as the ice is broken it is easy. Others, again, have really forgotten what they are: feeling 'sore' about until something

is said in the meeting that reminds them of it, and in such cases they frequently look up one of our men to tell him about it.

"There are other ways in which the assns. help us—more than have yet been put in print, altho, as I have said, the Journal is 'on' to most of them. Some day, as the Rogers Bros. remark, I will 'explanation' further."

Suggestions for Mixers.

BY MIDDLEMAN.

Now that the new season has opened, I want to call attention to a practice on the part of many large mixers throughout the country which causes a great deal of trouble and misunderstanding, namely, that of running their plants at night. No doubt this is necessary at times, but it is impossible to do good work by electric light, and the grain turned out varies so much from the type samples by which sales are made that it results in a large number of disputes over the quality. It is a singular fact, too, that the mixtures made in this way seldom run better than sale samples, particularly in respect to color, but are usually inferior. I have known more than one elevator company to lose customer after customer for just this reason, and patronage once lost through apparent trickiness or dishonesty is very hard to regain.

* * * * *

Another thing which is very offensive to buyers of barley, especially in the East, is the mixing of grain grown in different states, the germinating qualities of which vary. During the whole of last season the complaint about this was bitter. It may, perhaps, be excused by the fact that the crops were such as to render the practice almost necessary, in order to turn out grades of certain color and weight; but those houses which steadily adhered to a policy of delivering uniform quality, place of growth considered, have put themselves in a strong position for the trade of the present year. One company which found its reputation in a bad way laid the blame on their superintendent and recently discharged him; but those who know him well say that he carried out the policy of the house, under specific instructions, and a maneuver of this kind is not likely to gain the latter any credit.

It is always the best plan to furnish buyers with just such mixtures as they need, if possible, and, when this cannot be done, to tell them frankly what you have to offer.

Long range weather forecasts cleverly made by well known charlatans have gained for them such a following that the government bureau can not afford longer to ignore them. The government officials have issued a challenge to the unofficial forecasters to demonstrate their vaunted second sight.

India has had an exceptionally favorable season for wheat, reports the government of that country in its final memorandum. In the matter of yield this crop stands pre-eminent, and the total, 9,390,000 tons, is 1,600,000 tons more than the large crop of 1902-3. Judging by the quantity exported from last year's crop (1,295,566 tons, or nearly 54,368,000 bushels) the export from the crop of this year—in which there have been large crops of all food grains, releasing wheat from home consumption—should be more than double that quantity.

Fixing the Rust.



A little good weather will limber up wheat a good bit.—Minneapolis Journal.



Absolutely cleans the type of any typewriter of the basket pattern. Clean fingers, sweet temper and clean type.

PRICE, 50c, POSTAGE PAID

In ordering please mention make of machine

ALFRED HALL, The "Office Supply Man"
177 La Salle St., Chicago

Grain Tables for Wagon Loads

Clark's Grain Tables for Wagon Loads are used more extensively by country grain buyers than all other tables combined for finding the number of bushels in any wagon load. It contains nine tables for this purpose and four dockage tables, all printed from heavy faced type, in two colors. Each table gives reductions from 100 to 4,090 lbs., is complete on one page, and is so arranged as to provide an effectual safeguard against errors by inexperienced persons.

The tables show the following reductions: (1) OATS at 32 lbs.; (2) OATS at 33 lbs.; [A table reducing oats to bushels of 35 lbs. will be substituted for the 32 lb. table if desired.] (3) BARLEY, HUNGARIAN GRASS SEED and CORN MEAL at 48 lbs.; (4) SHELLING CORN, RYE and FLAXSEED at 56 lbs.; (5) WHEAT, CLOVER SEED, BEANS, PEA, and POTATOES at 60 lbs.; (6) EAR CORN at 70 lbs.; (7) EAR CORN at 75 lbs.; (8) EAR CORN at 80 lbs.; (9) TIMOTHY SEED at 45 lbs.

The four dockage tables show the dockage on 60 pound Wheat at 1, 2, 3 and 5 pounds dockage. The tables are bound in strong Manila covers. Price, 50 cents. Address

GRAIN DEALERS COMPANY,
255 La Salle Street. Chicago.

Clark's Decimal Grain Values.

Saves Time, Money and Prevents Errors.

It shows at a glance or with the simplest addition the cost of any quantity of grain at any possible market price and reduces pounds to bushels on the same page.

The values are shown directly from the pounds without reducing to bushels.

Quantities are shown in red figures, and values in black. The price being given at top and bottom of columns on each page.

Reductions to bushels are given in two columns, the larger showing the equivalent of the full line, or thousands, in the quantity column; the smaller the hundreds only.

The complete book comprises four sets of tables as follows:

No. 31. Oat Values 10 to 79 cts. per bushel and reducing any weight to bushels of 32 pounds Bound in manila. Price, \$2.00.

No. 32. Corn, Rye and Flax Seed Values, 10 cts. to \$1.09 per bushel, and reducing any weight to bushels of 56 pounds. Bound in manila. Price, \$2.00.

No. 33. Wheat, Clover, Peas and Potato Values, 30 cts. to \$1.59 per bushel and reducing any weight to bushels of 60 pounds. Bound in manila. Price, \$2.00.

No. 34. Barley and Buckwheat Values, 20 cts. to 1.49 per bushel, and reducing any weight to bushels of 48 lbs. Bound in manila. Price, \$2.00.

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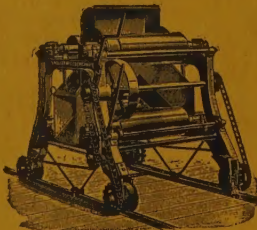
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